

The Hongkong Telegraph.

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NEW SERIES NO. 8202

六月廿二號

FRIDAY, JULY 22, 1910.

五號

廿二號

\$15 PER ANNUM.
SINGLE COPY 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUND Sterling

\$15,000,000 at 1/— \$15,000,000

Silver \$15,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:

G. Balloch, Esq.—Chairman.

Robert Shaw, Esq.—Deputy Chairman.

F. H. Armstrong, Esq., S. A. Levy, Esq.

J. W. Bandow, Esq., F. Lieb, Esq.

Andrew Forbes, Esq., G. H. Medhurst, Esq.

Hon. Mr. Henry Wick, E. Shillim, Esq.

U. R. Lehmann, Esq., H. A. Siebs, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. Smyth.

MANAGER:

Shanghai—H. E. R. Hunter.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of a per cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 1/2 per cent. per annum.

For 6 months, 1/4 per cent. per annum.

For 12 months, 1/2 per cent. per annum.

N. J. STABB,

Acting Chief Manager.

Hongkong, 19th July, 1910.

[10]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1851.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL \$1,000,000

RESERVE FUND \$1,000,000

RESERVE LIABILITIES OF PROPRIETORS \$1,000,000

INTEREST ALLOWED on CURRENT ACCOUNT at the rate of a per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 1/2 per cent.

" " " " " " "

WM. DICKSON,

Manager.

Hongkong, 26th April, 1910.

[10]

YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP Yen 24,000,000

RESERVE FUNDS Yen 16,350,000

Head Office—YOKOHAMA.

Branches and Agents.

TOKIO, HANKOW, TIENTSIN, PEKIN, NAGOYA, NAKASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI.

KOBE, DALYAN, PORT ARTHUR, ANTUNG, LUOYANG, MUKDEN, TIE-LING, CHANG-CHUN.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of a per cent. per annum on the Daily Balance.

On fixed deposit:

For 12 months, 1/2 per cent.

" " " " " " "

TAKAO TAKAMICHI,

Manager.

Hongkong, 12th March, 1910.

[10]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP \$L. Taels 7,100,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hamburg Hankow

Kobe Pakung Singapore Tientsin

Tsinan Telangana Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichrodt

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warthaer & Co.

Mendelsohn & Co.

M. A. von Rothschild & Sohne Frankfurt

Jacob S. H. Stern A.M.

Norddeutsche Bank in Hamburg, Hamburg

Sal Oppenheim Jr. & Co., Berlin

Bayerische Hypotheken- und Wechselbank

Munich

LONDON BANKERS:

Meissner, N. M. Rothschild & Sons

THE UNION OF LONDON AND SMITH'S BANK LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONTO GESELLSCHAFT

INTEREST allowed on Current Account

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

J. KULLMANN,

Managing Director, Acting Manager.

Hongkong, 1st April, 1910.

[10]

Banks

HONGKONG SAVINGS BANK.

HK Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rates may be obtained on application.

INTEREST on deposits allowed at 3% PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4% PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Acting Chief Manager.
Hongkong, 18th July, 1910.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$1,500,000
ABOUT MAX \$7,500,000
RESERVE FUND —ABOUT MAX \$7,500,000

HEAD OFFICE:
6 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 3% per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months 1/2 per cent. per annum.

" " " " " " "

No. 9, Queen's Road Central,
Hongkong.

N. S. MARSHALL,
Manager.
Hongkong, 30th April, 1910.

INSURANCE

CHINA MUTUAL LIFE INSURANCE CO., LTD., OF SHANGHAI.

DIRECTORS AND OFFICERS:

Alexander McLeod, Esq., Chairman.

O. Stephan, Esq.

Lee-Yung-Su, Esq.

J. H. McMichael, Esq.

G. R. Burkhill, Esq.

J. A. Wattie, Esq., Manager-Director.

A. J. Hughes, Esq., Secretary.

S. B. Neill, F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.

Insured in Force \$14,054,150.00

Assets 7,114,400.00

Income for Year 3,073,334.81

Total Security to Policyholders 7,885,852.53

LEFFERTS KNOX, Esq., Hongkong, District Manager.

B. W. TAPE, Esq., Canton, Macao and the Philippines, District Secretary.

ALEXANDRA BUILDING, HONGKONG.

Hongkong, 1st December, 1909.

[10]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS:

7.00 a.m. to 10.00 a.m. ... Every 15 minutes

10.00 a.m. to 11.00 a.m. ... Every 15 minutes

11.00 a.m. to 12.15 p.m. ... Every 15 minutes

12.15 p.m. to 1.15 p.m. ... Every 15 minutes

1.15 p.m. to 2.15 p.m. ... Every 15 minutes

2.15 p.m. to 3.15 p.m. ... Every 15 minutes

3.15 p.m. to 4.15 p.m. ... Every 15 minutes

4.15 p.m. to 5.15 p.m. ... Every 15 minutes

5.15 p.m. to 6.00 p.m. ... Every 15 minutes

6.00 p.m. to 6.45 p.m. ... Every 15 minutes

6.45 p.m. to 7.00 p.m. ... Every 15 minutes

7.00 p.m. to 8.00 p.m. ... Every 15 minutes

8.00 p.m. to 9.00 p.m. ... Every 15 minutes

9.00 a.m. to 10.00 a.m. ... Every 15 minutes

10.00 a.m. to 11.00 a.m. ... Every 15 minutes

11.00 a.m. to 12.00 noon ... Every 15 minutes

12.00 noon to 1.00 p.m. ... Every 15 minutes

1.00 p.m. to 2.00 p.m. ... Every 15 minutes

2.00 p.m. to 3.00 p.m. ... Every 15 minutes

3.00 p.m. to 4.00 p.m. ... Every 15 minutes

4.00 p.m. to 5.00 p.m. ... Every 15 minutes

5.00 p.m. to 6.00 p.m. ... Every 15 minutes

6.00 p.m. to 7.00 p.m. ... Every 15 minutes

Intimation.

NEW WAR INVENTIONS.
EXPERIMENTS WITH WIRELESS ELECTRICITY.
FALLOON AND TORPEDO.

For two years past, in a secluded part of Dagenham Dock (on the London and Tilbury lines), secret experiments have been carried on in respect to an airship and dirigible balloons controlled by wireless electricity. Recently, for the first time an opportunity was given to representatives of the Press of witnessing the results of the experiments, and a submarine and a dirigible balloon controllable by wireless electricity were shown; and, in the case of the dirigible balloon, a demonstration was given of the absolute submissiveness of its various parts to the action of the wireless electricity. Included in the party was Major Buckley, military adviser to the Federal Forces of Australia, who was present in a private capacity. The inventor who has been conducting these experiments is Mr. A. G. Roberts, a well-known Australian engineer, who was formerly chief electrician to the Peris Electric Tramways. With him is associated Mr. F. J. Hartley, another Australian engineer, and Mr. C. A. Moring, and it is understood that some £10,000 has been expended in connection with the experiments which have extended over several years.

DIRIGIBLE BALLOON.

The dirigible balloon has an envelope soft, in length and soft, in diameter, and, with the exception of the engines, which are understood to have been specially made for the dirigible, it follows the line of the best French models. Its machinery is electrically connected with the elevating plane and the rudder, and Mr. Roberts the other day, by means of the Hertzian waves, showed that he could control the elevating plane and rudder at will. He stood at a coil some distance away, entirely unconnected with the dirigible, and, by operating this coil, showed how the electrical waves so acted on the machinery as to move it in any direction desired. The inventor was put to a severe test, but he was able to demonstrate absolute control over the working parts of the dirigible by means of the electrical waves. Mr. Roberts also showed how, by merely touching the coil, a bomb could be discharged from the dirigible at any given place.

SUBMERSIBLE TORPEDO.

Mr. Roberts then showed the party his submersible torpedo, which, he claimed, could be kept under absolute control by the Hertzian waves. If the torpedo missed its object, it could be guided until it struck home. The torpedo was shown in working order, but a motor launch in which passengers were taken, was sent out on Dagenham Lake, and its movements controlled by the inventors' wireless plant on the bank. The inventor also showed an aeroplane with automatic stability. This was given to it by means of gyroscope, which could be similarly operated by wireless electricity. These aeroplanes, claimed the inventor, were not dependent on the state of the weather, and bombs could be released from them in the same manner as from the dirigible.

TRAFFIC IN PLUMES.

CRUEL AND ILLEGAL PRACTICES OF THE FASHION FEATHER TRADE.

Some startling figures regarding the slaughter of birds for the Paris and London millinery markets were given last month before the Selborne Society meeting in the Civil Service Commission Theatre, Burlington gardens, when Mr. James Buckland spoke on "The traffic in feathers and the need for legislation."

The bird life of the world, he said, was being reduced at an alarming rate by this traffic.

During 1898 as many as 1,538,735 egrets were killed in Africa, for their plumes, and in 1908 the number had fallen to 357,016—the effect of ten years' slaughter.

Besides being extravagantly wasteful of bird life and terribly cruel, the plume trade was aggravated by illegal practices. Although in 1903 the Government of India passed a law prohibiting the export of the skins and feathers of all wild birds, the most useful and beautiful birds continued to pour into the London market, being clandestinely conveyed out of India under fictitious names and addresses.

The feather dealer, often selects devotions routes by which to send his contraband goods to London, a route much favoured being Penang. It was had prohibition of importation, whereby a second check would be put upon the smuggler at the British Customs House, none of this could occur. The humming bird was protected by law throughout Great Britain's possessions in the West Indies, but local protection orders were of no avail.

So far this year three plume sales had taken place in London, but the catalogues contained references to over 25,000 birds. No better instance of the destruction of species for the millinery market could be given than the massacre of the shore birds of the United States Atlantic coast.

How bitterly the agents of the feather dealers resented the check upon their action was shown by the fact that quite recently three of the wardens of the established reservations had been murdered while in the discharge of their duties.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to stand that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Collars reserved on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiority will also be most grateful for any Pictures, or Old Drawings to be made, also Books for Children of the Poor Schools, which are taught by the Missionaries.

W. M. POWELL,
LTD.
HONGKONG.

ARE
PRODUCERS
OFTHE MOST
UP-TO-DATE
TIME AND
LABOUR-SAVING
DEVICES.IN
MODERN
OFFICE
FITTING.FILING
CABINETSWith nests of
drawersSUITABLE FOR
Every Description
of

NUMERICAL

and

ALPHABETICAL
. FILING .

DESKS,

CHAIRS,

TABLES,

BOOKCASES,

CUPBOARDS, &c.

PARTICULARS ON APPLICATION.

W. M. POWELL,
LTD.
HONGKONG.

Hongkong, 1st June, 1910.

(10)

Intimation.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Very Palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Available in hot climates.

Dose: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS
(2) A METAL SEAL ADVERTISING CLETEAS

is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).
CAL 0830 K MA 032 E 30 R & Co., Hongkong.

Auction.

BY ORDER OF THE MORTGAGEE,
PUBLIC AUCTION.

MESSRS. HUGHES and HOUGH have received instructions to sell by PUBLIC AUCTION,

on

FRIDAY,

the 29th day of July, 1910, at 3 o'clock in the afternoon, at their Sales Rooms, No. 8, Des Vaux Road Central (corner of Ice House Street), Victoria, Hongkong.

THE FOLLOWING VALUABLE LEASEHOLD PROPERTY

situate at Victoria aforsid, viz.:

ALL THAT PIECE or PARCEL of GROUND situate at Victoria aforsid registered in the Land Office as THE REMAINING PORTION of INLAND LOT No. 388 Together with ten messuages theron known as Nos. 3, 5, 7, 9, 11, 13, 15 and 17, Cross Street, 27, 29, 31 and 33, Slope Nullah Lane and 28, 30, 31 and 34, Tai Yau Street, Area 1,519 square feet. Term 999 years from 16th March, 1851. Apportioned Crown rent \$158.00.

The property is more particularly delineated on a plan of it, thereof which can be inspected at the Offices of Messrs. Johnson, Stokes and Master, Solicitors to the Vendor.

For further particulars and conditions of sale, apply to—

Messrs. JOHNSON, STOKES & MASTER, Priests Buildings, Ice House Street, Solicitors for the Vendor, or to

Messrs. HUGHES & HOUGH, the auctioneers, Hongkong, 19th July, 1910.

Public Companies.

THE WEST POINT BUILDING COMPANY, LIMITED.

A INTERIM DIVIDEND of Dollars 1.80 per Share for the six months ending 30th June, 1910, will be payable on FRIDAY, 29th July, on which date Dividend Warrants may be obtained on application at the Co.'s Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 20th to FRIDAY, 29th July (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,

A SHELTON HOOPER, Secretary, the Hongkong Land Investment and Agency Co., Ltd.

Hongkong, 12th July, 1910.

(483)

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

A INTERIM DIVIDEND of \$3.50 per Share for the six months ending 30th June, 1910, will be payable on FRIDAY, 29th July, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 20th to FRIDAY, 29th July (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,

A SHELTON HOOPER, Secretary,

Hongkong, 12th July, 1910.

(484)

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-EIGHTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 9th August, at 10 o'clock Noontide, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors; and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 26th July to 9th August, both days inclusive.

By Order of the Board of Directors,

JOHN ARNOLD, Acting Secretary,

Hongkong, 12th July, 1910.

(485)

Intimations.

THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, Central Building, Liverpool, England, is prepared to receive Consignments of Local Produce on best terms.

(486)

A TOO STABLE.

LEIGHTON HILL ROAD, (next to No. 4, Police Station).

HAS established a SHOEING FORCE at Leighton Hill Road where Horses and Ponies can be shod by EXPERIENCED SHANGHAI FARRIES by arrangement.

Shoeing of Horses and Ponies also undertaken at Kowloon on receipt of Owner's instructions.

PRICES:

At the Stables or anywhere in Hongkong, \$2 per animal.

At Kowloon, \$3 per animal.

A TOO STABLE,

Leighton Hill Road, Hongkong, 23rd March, 1910.

(487)

KWONG FUNG YUEN,

HEAD OFFICE—No. 53, Des Vaux Road West

TIMBER YARDS—Kennedy Town.

TIMBER MERCHANTS,

SAW MILL OWNERS,

AND GENERAL CONTRACTORS

TO

H.M. Naval and Military Authorities.

I HAVE always on hand large stock of

All American Fl. Douglas Fl. Oregon

Pine, Teak, Mahogany, Hardwoods, Oregon Pine, Chinese Pine of all descriptions.

Inspection invited to the Yards.

Best Terms.

Quick delivery.

LEIGHTON HILL ROAD, Hongkong, 12th March, 1910.

(488)

HONGKONG AVERAGE MARKET PRICES

Corruted 21st July, 1910, the Chi per 2 Mts.

BUTCHER MEAT.

CONT.

Beef sirloin & primacut—Mei Ling Fa \$2

" Omeed—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Fa

" Sirloin—Ngau Lan

" Steaks—Ngau Yuk Ching

Bullock's Brains

" Knob

" Tongue fresh—Ngau Li

""

" Head—Ngau Tan

" Heart—Ngau Sum

" Hump, Salt—Ngau Kin

" Foot—Ngau Kee

" Kidneys—Ngau Yip

" Liver—Ngau Con

" Trip (undressed)—Ngau To

Salver Head, and Foot—Ngau-chai

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Intimation.

**A. S. WATSON & CO.,
LIMITED.**

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

**WATSON'S
E
VERY OLD LIQUEUR
SCOTCH WHISKY**

A Blend of the Finest Pure Malt
Whiskies distilled in Scotland
GENUINE AGE
AND
FINE MELLOW
FLAVOUR.

Robert Porter & Co.'s
BULL DOG
BRAND
GUINNESS' STOUT
in PINTS and SPLITS.

**A. S. WATSON & CO.,
LIMITED,**
ALEXANDRA BUILDINGS,
Hongkong, 7th July, 1910.

BIRTHS

On July 11, at Shanghai, the wife of A. L. Brundt, of a daughter.

On July 16, 1910, at Shanghai, the wife of Morris Koppel, of a son.

On July 17, 1910, at Tsin-tao, to Mr. and Mrs. Dardai, of a daughter.

On Sunday, July 17, 1910, Shanghai, the wife of G. Grayrigg, of a daughter.

The Hongkong Telegraph
HONGKONG, FRIDAY, JULY 22, 1910.

OPIUM "PLANTING."

In a special article in our columns yesterday a contributor pointed out the unfair operation of the opium laws, and the hardship suffered by ship captains who, through absolutely no fault of their own, are fined heavily because some cunning smuggler has succeeded in evading his vigilance and that of his officers, and has hidden away a quantity of opium, or other prohibited drugs in some part of the ship, and finding that he can make more money by betraying his associates, turns informer, and denounces the hiding place to Customs' officers who obtain credit for their marvellous cleverness in detecting it. On the 28th of May, we noticed the case of the *Hong Moh*, in which a Captain, who was well known to be incapable of breaking the law, who indeed has repeatedly discovered smugglers and handed them over to the Preventive Officers, who was admitted by the authority who heard the case to be without blame in the matter, was punished, was actually fined, as if he had been a criminal. We protested then against the system described in our article yesterday, and we suggested that it be judiciously changed. The truth is that the law, as it at present stands, is "hitting the wrong dog." The most acute watchfulness, the most untiring care, are of no avail against those dark ways which the Oriental uses to circumvent the white men of the West. A Chinese steamship owner said to a representative of the *Hongkong Telegraph*: "Everyone knows me, and that I have made my money honestly. I have no need to be a small man and break the law and do bad things and smuggle opium in order to make a few dollars. All the English people who know me know that, of course. But if I wanted to be a mean man and to do those curious things I could certainly smuggle forbidden stuff into one of my ships, and the captain would never know. He could never find out if I wanted to do so." When asked how it was that another Chinese owner, just as respected as he was, had been fined because opium had been hidden in his ship, he replied that the owner was not to be blamed. He was

as innocent as the innocent Captain who was fined. But in spite of every precaution some smuggling was always possible. We suggested that the informer should be required to divulge a great deal more than merely the hiding place of the smuggled commodity. He said that "it was the business of those who made the laws to see to that." We must again lay stress on this, the only possible way out of an impasse that is a disgrace to our laws. The informer is, of course, almost invariably one of the criminals. For that these opium smugglers are generally of the criminal class, the cleverest and least often discovered of the secret criminal class of the Far East, no one who really has actual knowledge and experience will deny. The informer, seeing his way to make a much better thing out of the venture by adding the sin of treachery to his other villainies, (provided always that he can manage it without risk), takes care to cover himself from detection by his associates, and cynically betrays, for money, to the Preventive Officers, the secret he had himself helped in making. If a rule were made that in such a case the informer should not receive a single farthing of pay for his villainy unless he confessed the names of every one of his confederates, far more would be done to check smuggling than the present stupid and unjust law which strikes the innocent and rewards at least one contemptible and traitorous scoundrel. If it be objected that if informers be required to divulge the names of their associates, that useful class of human being will no longer be useful—to the Preventive Officers—we reply that this is an excuse which is most unworthy of any Government servant to make, and reflects on his ability, his fitness for the work he is paid to do. To assert that it is better to inflict a heavy punishment on an innocent man, a man proved and known to be innocent, for a crime he did not commit, and did his best to prevent, rather than to incur the trouble involved in protecting an informer, or in devising means for his protection, is to make a confession of supine impotence.

LOCAL AND GENERAL.

MR. F. A. Mackenzie, who has been deaf and dumb since his birth, has secured the degree of Bachelor of Arts at Cambridge University.

DURING last year 1,454 deeds and documents were registered in the Land Office under the provisions of Ordinance No. 1 of 1844 affecting 2,592 lots of land.

We are informed by the Chinese Engineering and Mining Co., Ltd., that the total output of the Company's three mines for the year ending July 2, amounted to 28,467 tons and the sales during the same period to 18,810 tons. One year's hard labour and four hours' stocks was awarded a carpenter at the Magistracy this morning for returning from banishment. The defendant was also fined \$35 or one month's hard labour for being in possession of a quantity of counterfeit coins.

THE total area of land sold and granted in Hongkong and the New Territories during 1909 was 284 acres 3 rood 2½ poles, of which 220 acres 1 rood 2½ poles was in respect of lands dealt with by the district offices. The total area resumed was 210 acres 2 rods 37 poles, leaving 74 acres 0 rood 3 ½ poles additional land granted during the year.

WHEN the Government tender *Stanley* went round yesterday morning to Shau-ki-wai Bay to pick up the tow rope from the Chinese junk which she rescued on Monday last, as fully reported in these columns on Tuesday, the junk was seen hauled up on the slip undergoing repairs. As soon as the owner of the junk, whose face is distinguished by the absence of a nose, saw the master of the *Stanley*, he and his crew rushed up to Capt. Willoughby and again performed the obeisance ceremony of *kowtow* for their deliverance. Their profuse acknowledgment was a pleasing trait to observe in persons of Chinese race who have been wrongly credited with a lack of the sense of gratitude for favours received.

ONE thing we might learn, says a London contemporary, by the way, from the Chinese methods of cookery, employed at a restaurant recently opened in the West End, and that is to utilise some of the varieties of edible seaweed to be found round our coasts. In China and Japan a large number of tempting dishes are made out of seaweed, and some of them would possibly appeal to the Western palate. A society formed in the United States to popularise seaweed as food has gained many adherents; and the banquets, it organizes at which nothing but seaweed is served are always largely attended. For many years past large quantities of the seaweed known as Irish moss have been regularly shipped from Ireland to New York, which is used in the manufacture of blancmange and similar dishes.

THE Antwerp rubber market in May showed sales, amounting to 16,663 kilogrammes, as compared with 433,610 kilogrammes and 16,740 kilogrammes in May, 1909 and 1908, respectively. The stock of rubber at the end of the month, according to Messrs. Grisez and Co.'s circular, from which we quote, was 542,869 kilogrammes, 689,338 kilogrammes and 771,577 kilogrammes at May, 1910, 1909 and 1908. The arrivals since January 1 have amounted to 5,059,607 kilogrammes, of which 1,190,318 kilogrammes Congo and 365,669 kilogrammes other sorts this year, against 1,445,130 kilogrammes and 1,859,791 kilogrammes, totals in 1909 and 1908, respectively. The sales since January 1 to May amounted to 16,777,320 kilogrammes, 1,870,971 kilogrammes and 2,160,079 kilogrammes in 1910, 1909 and 1908, respectively.

Operations at Colowan.

500 ARRESTS MADE.

MEN SEGREGATED IN MILITARY PRISONS.

[From Our Own Correspondent.]

Macao, 21st July.

Far the most important results of the military operations conducted at Colowan, by the Portuguese troops since the commencement of trouble more than a week ago, were achieved today when the Portuguese soldiers in advancing on the more remote parts of the island effected the capture of about three hundred prisoners. It must not be supposed that every one of the men arrested are pirates of the worst dye who had consubstantiated with the pirates to subvert law and order on the Island, or had risen in revolt against Portuguese government in the Island. There are many extenuating circumstances to be considered in favour of the so-called revolution. In the first place, until the demonstration of Portuguese physical force in the commencement of military operations, the peaceful villagers had not much opinion in the matter of their choice of allegiance either to constituted and recognised government on the Island, or the acceptance of the inevitable domination forced upon them by the pirates, who, caught like rats in a trap, compelled obedience to their mandates on the part of the poor, law-abiding inhabitants of the Island. Literally between two fires, they had no option but to throw their lot with the erstwhile dominant authority in the villages, namely, that of their cruel masters who have invited such dreadful retribution over their own heads.

Moreover, as members of unlawful secret societies, the robber band could more easily command obedience to their self-constituted authority at a time when there was little suspicion to arouse the Portuguese authorities to a sense of imminent danger at their very doors. Hence it was possible for the pirate chiefs, through their subservient underlings, to command and enforce obedience from men and women whose refusal at the time must have surely meant instant death.

Alive to all these extenuating circumstances I am glad to learn from a good official source that the local Government will temper justice with moderation and no drastic measures will be resorted to in dealing with the large number of men now under arrest.

FULL and minute investigations will be conducted in each case, and, as among such a large number, there are surely to be found a good few of innocent men, their freedom from complicity in the recent rising will be treated with adequate leniency. On the other hand, condign punishment will be visited on those whose association with pirates and kidnappers is proven. This is as it should be.

UNDER MILITARY GUARD.

The prisoners are not detained in the City gaol. The locking up of such a large number of men in the associated cells of the local prison is not without its serious risks and even positive danger, especially when it is considered that among them are to be found criminals of the worst description in China and who have been hardened by brutal deeds of murder and heartless plunder.

The wise precaution has been taken of segregating the men in the military prisons in various forts scattered over the Settlement. There is the double security in that the chances of escape are reduced to a minimum and the possibility of a concerted mutiny wholly obviated.

DISTRICT WATCHMAN TURNED TRAITOR.

The story has gained currency that a district watchman at Colowan—known in Macao as *Chin de quato*, whose duty it is to patrol his beat and strike the hide-bound Chinese drum to announce his patrol—has been captured by the Chinese in the act of escaping from Colowan. After his apprehension he was questioned by the Chinese officials as to the whereabouts of a certain Chinese woman who was supposed to have been kidnapped. At first, in answer to the usual interrogations he denied all knowledge of the existence of the woman. Then in the usual Chinese fashion he was threatened with the application of what is known in the United States prisons as the "Third Degree." Further than that, he was told that he would be killed if he persisted in concealing his knowledge of the whereabouts of the woman. Frightened out of his wits the poor wretch made a clean breast of it and owned to the fact that the woman was held a captive in his house at Colowan. Whereupon prisoner was turned over to the Portuguese authorities by whom investigations are to be carried out for the deliverance of the kidnapped woman. The watchman is considered a valuable "prisoner of war" and from whom much information concerning the pirates are expected to be obtained.

TYphoon SHELTERS.

RIFLES ON THE HILLS.

Portuguese soldiers continue to scour the island. Many rifles have been found on the hills. These arms are supposed to have belonged to the pirates who before abandoning them have taken precaution of smashing the boats.

That there is intention on the part of the Portuguese to continue to hold "the field" is seen in the further transport of ammunitions and military supplies daily from Macao to Colowan. The necessity for this is not now very apparent, since after *Steady's* severe cannonading by the gunboat *Patria* and *Macau* not a stray shot has again been fired by the Chinese.

THE NAVAL CORDON.

is still maintained by Commodore Wu's mosquito flotilla whose strength has since been reduced by the departure for Whampoa of the training ship, formerly the *Pocahontas*. The Hongkong-built West River patrol-boats are quite prominent units by reason of their wireless masts. There were counted not less than three of these gunboats among the Chinese blockading fleet to day.

The *Hongkong Telegraph* strongly deprecates the introduction of the Race eight fleet into India owing to the racial College his exhibition would be likely to exacerbate.

HONGKONG'S SORROW.

ROYAL APPARITION.

His Excellency the Officer Administering the Government read the following dispatch, dated 17th June, 1910, from the Secretary of State for the Colonies, at the meeting of the Legislative Council yesterday of erano:—

"Your despatch and its enclosures have been laid before the King, who has been greatly touched at hearing of the deep sorrow evinced by the British, Chinese and all sections of the inhabitants of Hongkong, and I have it in command from His Majesty to express on his own behalf and on that of Her Majesty the Queen Mother and the other Members of the Royal Family their heartfelt appreciation of the sympathy shown throughout the Colony, and of the dutiful and loyal attitude of all classes of the community."

GENTLEMAN'S WARDROBE DETAINED.

BY BOARDING-HOUSE KEEPER.

Before Mr. Justice Hazelton, Acting Police Judge, in the Summary Court this morning, J. Clark and Mrs. M. S. Hoy, proprietress of the Wyndham Hotel, to recover the sum of \$1,000. Mr. Otto Kong Sing appeared for the plaintiff and Mr. J. H. Gardner for the defendant.

Mr. Kong Sing—"This is a serious case. My client's wardrobe has been detained by the plaintiff" (Laughter).

Mr. Gardner—"We are willing to hand over the wardrobe."

His Lordship—"There you are, Mr. Kong Sing."

Mr. Kong Sing—"There's a provision" (Laughter).

His Lordship—"What is that?"

Mr. Kong Sing—"On payment of some monies."

Mr. Gardner—"We have a lien."

His Lordship—"Oh, no, I can only allow it by consent."

The case was adjourned.

A SOLICITOR'S HARDIHOOD.

ANUSING SCENE IN THE SUMMARY COURT.

Before Mr. Justice Hazelton, Acting Police Judge, in the Summary Court this morning, H. Morris and Company, Limited, sued R. F. Daly to recover the sum of \$167.50.

Mr. Hind asked for a week's adjournment.

Mr. Goldring said his client had had the hardihood to ask that (Laughter) he wished a date to be fixed for the hearing of the case. His friend had caused him considerable delay and got nothing from him but a shifty verbal undertaking. His friend had no defence.

Mr. Hind—"We have an absolute defence.

The action is one for goods sold and delivered and if there's anything due at all it must be due under a guarantee. I'm entitled to at least one week's adjournment to allow me to go to the case.

Mr. Goldring—"That's the usual practice but the circumstances in this case are peculiar."

Mr. Hind—"I beg, my friend's pardon. My friend wanted a personal undertaking from my client."

Mr. Goldring—"I did not."

The case was adjourned.

TYPHOON SHELTERS.

MONGKOKSUI BREAKWATER.

The following references to the typhoon shelters in Hongkong harbour appear in the report of the Director of Public Works for 1909 just published:—

Dredging for the foundation trench of the breakwater was continued and was nearly completed. The quantity dredged during the year was 256,000 cubic yards, of which 207,000 had been done by the end of July when the dredger was placed in the hands of the Government Marine Surveyor with a view to the execution of any necessary repairs.

The vessel was docked at Tai Po Shipyard on the 9th of September for a complete overhaul to her hull and, after coming out of dock but whilst still in the hand of the Shipyard Co., was driven ashore during the typhoon of the 10th October close to the Taipo Sugar Refinery. She was refloated on the 30th October and was found to be but little damaged, the extent of her injuries being a few best plates which were taken off, straightened and replaced. She resumed work on the 30th November, after an interval of fully 36 months.

An Ordinance authorizing the construction of the breakwater and other works was passed by the Legislative Council of 17th August, 1908; it is considered that the time has not yet arrived when the fees for registration can be charged without the disadvantage of preventing registration.

In accordance with the promise made by His Excellency Sir Matthew Nathan not to increase the Crown Rents of lands held by the original leaseholders after the expiration of the first 10 years of the lease, a notification was issued in June stating that the Director of Public Works had fixed the rents originally payable as those to be paid during the remainder of the unexpired leases which are mostly for 75 years expiring 30th June, 1973.

As it was found that it was necessary for the proper working of the Southern District inclosing Lantau and the other islands that a Land Bailiff should be appointed, Mr. R. H. Craig was temporarily appointed to that post during the year and arrangements made for a permanent Land Bailiff to be appointed during the ensuing year.

Mr. D. W. Tatman, Assistant Land Officer, was transferred from the Southern District to the Northern District in May in the place of Mr. S. B. C. Ross who was appointed to act as District Officer and Mr. G. N. Orme reverted to his substantive post as Assistant Land Officer for the Northern District. Mr. A. R. Wellington, one of the Land Bailiffs for the Northern District, absconded on 20th June and has not since been heard of. Mr. W. J. Usher was appointed to succeed him on the 1st August following.

A. J. WALTON, Chief Engineer on board the *Charles Hardouin*, was charged before Mr. Wood at the Magistracy this afternoon with illegal assault on a Chinese foreman employed in the Takuoo shipyard. The summons was dismissed.

A. J. WALTON, Chief Engineer on board the *Charles Hardouin*, was charged before Mr. Wood at the Magistracy this afternoon with illegal assault on a Chinese foreman employed in the Takuoo shipyard. The summons was dismissed.

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EDUCATION IN HONGKONG.

EXCERPTS FROM DIRECTOR'S REPORT.

The following excerpts are made from the report for 1909 of the Director of Education, which was laid before the Legislative Council yesterday:—

The total number of pupils is 6,560 as compared with 6,717 last year. Table I shows the numbers at Government schools to be 2,326 as compared with 2,223 last year. The numbers were temporarily reduced at Queen's College.

The three leaders to the College on the other hand, and especially Sainyipung, show marked increases, (934; 77). The two British Schools, Kowloon Girls' School and Victoria School show a combined slight decrease. Several of the less important schools also have declined in numbers. The increase at the Bellios Public School (Girls) is noteworthy. Further details are given below under the headings of the schools.

The considerable increase in the numbers at Grant schools (4,134; 3,927) is chiefly due to the increase of Chinese pupils in the lower classes of the Ellis Kadoorie School and St. Joseph's College.

The steadily increasing numbers taking an English education as shown in Table II does not adequately describe the rush for places in English schools during the past year. If the numbers admitted had not been limited to suit the capacity of the staffs and class rooms, several hundred more pupils might have been enrolled.

The same table (No. 1) shows that the numbers taking a vernacular education have increased. The increase is due entirely to the development of the Bellios Public School.

The small vernacular schools managed by the various Missions show a decline (2,011; 2,149). The satisfactory nature of the education given in these schools is conditioned under the heading vernacular education below; but their worldly success is very easily surpassed by that of the private vernacular schools. Of these, careful records so far as it is possible to obtain them, have been kept for several years.

The fees charged in the private vernacular schools average \$1.35 a month; the grant vernacular schools make no charge in most cases. It is probably fair to say that except the Bellios Public School and one or two others, the vernacular schools under the Education Department represent the leavings of vernacular education.

The contrary is the truth as regards an education in English. The dotted line in Table II marking the progress of the Private English Schools seems to prove that there is little money to be made out of teaching a smattering of English at low fees. Among the private schools are included two of great importance, St. Stephen's College (maximum enrolment 120) and St. Paul's College (50); there is also an institution known as the South-China Academy. In the remaining 24 private schools the fees average \$1.75 a month. There are also 28 night schools in which English is taught to 659 pupils.

REVENUE AND EXPENDITURE.

The expenditure upon education has increased by \$13,484 (\$10,359; \$25,875) and the revenue has increased by \$1,616 (\$68,216; \$34,663). The net result is a percentage of revenue to expenditure of 45.84, which is a high figure. At Government schools the cost per unit (average attendance) fell to \$37.15, the lowest it has been since 1903. At Grant schools on the contrary it is higher than ever before. This is due to the higher proportion of pupils in the upper grade schools. Indeed there is no simpler and fairer indication of the progress of education in Hongkong than the steady increase in the average cost per pupil at Grant schools since 1903, when the new Code and new rates of grant came into force.

DIRECTOR OF EDUCATION.

Upon the retirement of Dr. Wright in April, to which allusion is made below, Queen's College was placed under the control of the Head of the Education Department, whose title was changed from "Inspector of Schools" to that of "Director of Education."

GOVERNMENT SCHOOLS.

The Retirement Committee, while recommending but few reductions in the Staff of the Department, pointed out the advisability of increasing the fees charged in some Government schools. The fees for new pupils were consequently increased from \$4 to \$5; at Queen's College; from \$1 to \$4 at Sainyipung; from \$3 to \$3 at Yau-mati and Wan-tai; and from 50 cents to \$1 at the Bellios Public School, vernacular side.

QUEEN'S COLLEGE.

The annual report of the headmaster sets forth the general history of the College for the year under review.

DISTRICT SCHOOLS.

The three district schools of Sainyipung, Yau-mati and Wan-tai fully shared in the general increase of attendance at Anglo-Chinese schools. The fees collected were \$10,703 as compared with \$6,748.

All three schools were practically full for the greater part of the year, and during a considerable part of it were overcrowded in the lower classes, where the pressure makes itself manifest. Regulations which will prevent over-crowding in future have now been made.

The following increases in the establishments over those of last year were provided:—

Sainyipung.—One Grade II, one Grade III, two Grade VI Chinese Masters.

Wan-tai.—One Grade II, one Grade V one Grade VI Chinese Masters.

In addition, Mrs. Morris, Headmistress, Victoria School, was attached to the Staff of Sainyipung. The experiment of putting a junior Chinese class under an English lady was now in Government schools, and has proved most successful. I have never seen a better class of beginners than hers was by the end of the year.

On the whole the three schools are doing very satisfactory work. There are several points of detail which require more attention, and these can conveniently be considered under the next heading.

BRITISH SCHOOLS.

Kowloon School (Girls).—This school continues to fill a useful purpose. The number of average attendance is 53. The cost per unit has fallen to \$13 from \$14 last year.

Experience has shown the limitations which are set to the usefulness of Kowloon School. It provides schooling in a healthy and bright atmosphere for a number of children, but the very short average of attendance of the pupils makes it impossible to follow out any comprehensive school course. Half the girls in the top class are foreigners.

Victoria School (Boys).—On resuming charge of the department in April, I found his school in an unsatisfactory condition. The headmaster went on leave shortly after, and the older boys were taught for the rest of the year partly by Mr. James of Kowloon School and partly by Mr. Curwen of Yau-mati. There was an improvement by the end of the year.

The upper school consists at present of 21 boys, most of whom are the sons of Government servants. They are backward, and do not seem to have been well grounded; but they are making progress. Most of them are now being prepared for the Oxford Local Preliminary. This class promises to be of much value to the Colony.

The attendance has fallen off very considerably. The headmistress was transferred elsewhere early in the year; but still the cost per unit reaches the altogether preposterous figure of \$220 per unit (\$124 in 1907 and \$165 in 1908). The numbers admitted had not been limited to suit the capacity of the staffs and class rooms, several hundred more pupils might have been enrolled.

The same table (No. 1) shows that the numbers taking a vernacular education have increased. The increase is due entirely to the development of the Bellios Public School.

Reference to past reports will show a radical change which has taken place in the nature of the Bellios Public School. Once, perhaps the most important girl's school in the Colony, it gradually fell from this position, and became mainly a resort for girls whose special educational needs were unprovided for elsewhere, viz., Jews, Eurasians, Japanese, etc. The attendance on the English side, though sked out by a number of small boys, fell in 1905 to 83.

By that year however to quote my annual report, there were "signs of an increased desire on the part of the Chinese parents to give their daughters an English education." To meet the new demand special divisions of the lower classes were formed where the instruction ran strictly on English lines. By 1908, the Chinese pupils preponderated greatly in the lower classes, that it was possible to do away with the non-Chinese divisions altogether, and the school became organised as an "English School," to suit the requirements of the great majority of the pupils. It is hardly necessary to add that pupils of all nationalities were and are still welcomed. Nevertheless by 1908 the lower classes had become almost exclusively Chinese.

Under the same roof as this English school but quite independent of it there had been for many years a vernacular Chinese school of a not very high type, but with a large attendance. In 1907, this vernacular school fell under the management of Mr. Sung Hok-pang to whose singularly able control is due the remarkable improvement which has taken place. In his time the average attendance has risen from 175 to 366; the fees collected from \$10 to \$1,921. The curriculum now includes elementary music and painting. But more significant still is the remarkable change for the better in the bearing and intelligence of the pupils. It was due to Mr. Sung's influence that in 1909 the two highest standards expressed a desire to learn English for an hour a day. Their request was complied with, and the experiment has proved so successful that I have arranged for the four highest standards to do so in future, the time spent on the subject increasing in the higher standards. As the Chinese girls on the English side are daily taught Chinese, the amalgamation of the vernacular school (under Mrs. Jutter) with the vernacular school (under Mr. Sung Hok-pang) is practically complete.

CHINESE SCHOOLS.

Attention has already been drawn to the increased numbers in the English schools. At the Ellis Kadoorie School, the average attendance increased from 4,18 to 596, and Grant by 54,500.

The following table sets forth the authorised figures showing the fees, numbers of boarders and the percentages of different nationalities in each of the English Grant schools. There are however many remissions of fees made in individual cases. The distinction between English and Eurasian is one not always very easily made.

Shanghai.—A very small business has been done in the Market.

Japanese Yarn.—About 300 bales No. 50 were sold at \$1.50 to \$1.53.

Raw Cotton.—Nothing doing.

No sales Bengal or Chinese. Stock 350 bales Bengal and 90 bales Chinese. Quotations: Bengal at \$33 to \$37 and Chinese at \$36 to \$40 per picul.

Rupees, T/T 133; Rupees, D/D 133; Sterling, D/D 1/9; Sterling, 4m/st 1/9; Shanghai, T/T 74; Japan 6/7; Bar Silver 2/7.

POLISHWALLA & KOTWALL, Cotton & Yarn Brokers.

RUBBER SHARE MARKET,

Hongkong, 22nd July.

The spasmodic spurt which took place on the last day of the preceding weekly period has not been maintained during the week under review. As we close quotations all round show a depreciation below the lowest last week. The market has been dull and beyond business in some of the lower quoted stocks we have absolutely no business to report.

The dulness is even more greatly accentuated in the case of Singapore dollar stocks.

Wired quotations from the South to-day show an appreciable falling off in rates, with a tendency to further weakness. The cause for this general decline is not very apparent beyond the drop in price in London for the raw material which, standing at 10/- per lb. (or Fine Hard Para a week ago, comes now from London at 9/- as we close).

The monthly output of the leading producing companies is well maintained on a progressive ratio.

Anglo-Malays are easier and can be had at the reduced rate of 2/8.

Allagans have been sold at 6/9 and 7/5, but in the close are quiet and obtainable at 7/-.

Carey United are quiet and without business to report at quotation.

COMMERCIAL.

July 22nd, 3 p.m.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:—

Allagans 7/-

Anglo-Javas 14/-

Anglo-Malays 12/-

Balgowales 13

Bata Tigras 13/-

Beritans 13

Bukit Kajangs (ppd.) 6/-

Bukit Rajahs 13/-

Carey United 13/-

Castillefields 13/-

Changkat Serdangs 13/-

Cheras 13/-

Damansaras 13/-

Eastern Internationals 13/- prem.

Fed. Selangors 13/-

Glenalyas 13/-

Gleishials 13/-

Golcondas 13/-

Golden Hopes 13/-

Highlands and Lowlands 12/-

Indragiris 13/-

Inch Kenneths 13

Jacques 13

Jonglanders 13

Kamuning 13/- prem.

Kuala Lumpur 13/-

Lakadowns (fully paid) 13

Lanadrons (ppd.) 13

Labus 13

Ledbury 13/-

Linggias 13/-

London Asiatics 13/-

London Ventures 13

Merlimans 13

Pajams 13/-

Pegohs 13/-

Rubber Trusts 13/- prem.

Seggas 13/-

Sandycrofts 13/-

Sapongs 13/-

Searfields 13/-

Sekongs 13/- prem.

Shelfords 13/-

Singapore & Johores 13/-

Sumatra Paras 13/-

Stung Choi 13/-

Stung Kapans 13/-

Tandjongs 13/- prem.

Tangkabs 13/- prem.

Toorang 13/-

Ulu Ranu 13/-

United Serdangs 13/-

United Singapore 13

United Sumatras 13/-

United Langkats 13/-

Para Rubber 13/- per lb.

YARA MARKET.

Hongkong, 22nd July, 1910.

During the past fortnight, the yarn market has continued lifeless and sales have been nominal. The same conditions have prevailed since we last wrote regarding complaints in respect of overdue contracts. The Chinese dealers have been selling overdue cargo with a heavy loss to country buyers for immediate delivery at rates \$3 to \$1 lower than above quotations. Japanese yarn of No. 20 are selling at cheap rates and as a consequence Indian yarn of the same count is extremely difficult to dispose of in spite of cheaper prices. The Indian market is reported steady. As regards local business there is nothing doing with the exception of 1,200 bales, which were sold at prices \$3 to \$3 lower. At the close the market is reported very quiet.

Total sales 4,200 bales.

Unsold stocks 32,000 bales.

Sold but un-delivered in the godown and to arrive 43,000 bales.

Arrivals.—The mail Sir. Ass.-ye and extra sir.

Capt. Silcoid and Bingo Maru from Bombay, and Sir. G. Agar from Calcutta have brought in 16,545 bales from Hongkong, and 6,255 bales for Shanghai; shipments from Hongkong to Shanghai and Coast ports, amount to about 1,000 bales.

Shanghai.—A very small business has been done in the Market.

Japanese Yarn.—About 300 bales No. 50 were sold at \$1.50 to \$1.53.

Raw Cotton.—Owing to higher prices there has been no business transacted in this staple.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO'S Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan), Kobe, Yokohama, Victoria and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YUKON JAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 to 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.

(Subject to alteration.)

Connecting with Royal Mail Atlantic Steamers.

From Quebec.

"EMPEROR OF JAPAN" FRIDAY, SEPT. 2ND.

"MONTEAGLE" TUESDAY, AUGUST 16TH.

"EMPEROR OF CHINA" FRIDAY, SEPT. 2ND.

"EMPEROR OF INDIA" SATURDAY, AUGUST 27TH.

"ALLAN LINE" FRIDAY, OCT. 14TH.

"EMPEROR OF JAPAN" SATURDAY, SEPT. 17TH.

"EMPEROR OF IRELAND" FRIDAY, NOV. 4TH.

"MONTEAGLE" SATURDAY, OCT. 8TH.

TUESDAY, NOV. 8TH.

"Empress" Steamers will depart from Hongkong at 6 p.m.

"Monteagle" is soon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empresses of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Bath in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).

Passenger for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Servants Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application from agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port

Via New York

For further information, Maps, Guide Books, Lists of Passage and Freight, apply to—

Mr. ORADDOK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

15.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

FOR Steamship On

SHANGHAI	CHOYSANG	SUNDAY, 24th July, Daylight.
SHANGHAI, KOBE & MOJI	KUTSANG	TUESDAY, 26th July, Noon.
TIENTSIN	CHONGSHENG	TUESDAY, 26th July, Noon.
SGAPOR, PENANG & CALCUTTA	NAMSANG	THURSDAY, 28th July, Noon.
MANILA	YUENSANG	FRIDAY, 29th July, 4 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kutung*, *Nameng* and *Fookang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Carrying Goods on through Bills of Lading to Yangtze Ports, Chefoo, Tsinan & Nanking.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LTD.,

Telephone No. 215;

Hongkong, 22nd July, 1910.

General Manager.

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CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR Steamers.

TO SAIL

HAIPHONG	SINGAN	24th July, 8 A.M.
SAIGON	PAKHOU	25th " 3 P.M.
SHANGHAI	LISAN	25th " 4 P.M.
ILOILO & CEBU	KAIFONG	25th " 4 P.M.
MANILA	TAMING	26th " 3 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	CHANGSHA	27th " 4 P.M.
SHANGHAI	GUINHUA	28th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Carry booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anchi*, *Chuen*, *Lien*, *Chihsieh*)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to

BUTTERFIELD & SWINE.

Telephone No. 56.

Hongkong, 22nd July, 1910.

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HONGKONG—MANILA

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons.	Captain.	For	Sailing Dates.
MANILA	1540	A. Fraser	MANILA	SATURDAY, 22nd July, at Noon.
AUGUSTA	1540	R. Rodger	"	SATURDAY, 20th July, at Noon.

For further information apply to SHEWAN TOMES & CO., Local Branch Office in Prince's Building, First Floor, Chater Road.

Hongkong, 22nd July, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA

REGULAR SERVICES PROJECTED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE,

Connecting at TAGOMAIWAN.

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route

from the Pacific Coast to CHIUGAO). Taking Cargo on through Bills of

Lading to all Overland Commerce Points in the U.S.A. and Canada, also to

the principal Ports in Mexico, Central and South America.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDEERIE. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Tea and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE,

For	Steamer	G. Tonnage	Leaves
TACOMA v. KEELUNG, MOJI, KORE AND YOKOHAMA	"CHICAGO MARU" Capt. I. Goto	6,182	WED'DAY, 10th Aug., at Noon.
TACOMA v. KEELUNG, MOJI, KORE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 7th Sept., at Noon.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL ASIA, CHINA AND SOUTH AFRICAN PORTS).

Shipping—Steamers.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (Calling at Queensland Ports, and taking through Cargo to Adelaidia, New Zealand, Tasmania, &c.).

THE Steamship

"ALDENHAM"

Captain St. John George, will be despatched as above on TUESDAY, the 20th July, at 10 A.M.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Produce, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

W.E.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 7th July, 1910. [464]

THE Steamship

"DELHI"

Captain G. W. Gordon, carrying His Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 24th July, 1910, at Noon, taking Passengers and Goods for the above Ports in conjunction with the Company's S.S. *Melville*, 6,000 tons, from Colombo, Passenger accommodation in which is secured before departure from Hongkong.

Silks and Valuables, all Cargo for France and Tea for London (under arrangement)

will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Egypt*, due in London on 4th September, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to R. A. HEWITT, Superintendent.

Hongkong, 11th June, 1910. [465]

THE BANK LINE, LIMITED.

"INDRADEO"

Captain W. H. Lee, will be despatched as above on 23rd inst.

This steamer has superior accommodation for a limited number of first class passengers.

For Freight or Passage, apply to JARDINE, MATHESON & CO., Agents.

Hongkong, 13th July, 1910. [466]

THE BANK LINE, LIMITED.

"VICTORIA"

Taking Cargo on through Bills of Lading to 1st Overland Commerce Points in the United States of America and Canada,

Intimation.

SAVE YOUR HEALTH
in drinking the cheapest and most
agreeable Table Mineral Water

"COUZAN GATIER"
approved by the French Faculty
of Medicine.

SOLE AGENTS:
"FRENCH STORE."

Hongkong, 18th July, 1910.

RUBBER ESTATE RETURNS.

May June Total

Allagar 3,100 3,500 14,900

Alor Pongau 1,670 2,000 5,020

Alma 600 700 1,300

Anglo Malay 47,953 49,782 298,765

Ayer Kualang 833

Ayer Meluk 1,882 5,077

Ayer Panas — 500 900

Balgowrie 9,773 9,175 51,957

Banteng 1,710 1,948 3,974

Batu Caves 12,256 13,634 55,077

Batu Tiga 6,612 7,689 37,491

Bertam 9,750 5,188

Beverlack 8,943 43,202

Bikam 785 1,166 8,081

Birch 530 900 1,400

Bukit Kelang 3,824 4,203 17,054

Bukit Kojah 30,700 28,112 205,893

Bukit Lututang 3,320 3,800 17,470

Bukit Timah 213 779 942

Bukit K.B. — 300 300

Carey United 12,000 18,000 31,050

Castlefield 3,930 3,700 17,742

Changkat Sarang 3,003 3,330 45,941

Changkat Salak 901 950 7,197

Cicely 12,040 49,671

Consolidated Malay 20,913 10,984

Galedonia 17,587 21,000 69,447

Chomor 630 630

Chorsonass 2,112 2,122

Damansara 27,863 27,911 133,722

Edinburgh 6,400 6,400 37,750

Federated (Selangor) 10,147 49,018

F.M.S. Rubber 31,870 28,070 324,447

Gedong 15,500 14,600 52,100

Gleosay 1,621 1,853 9,793

Glenbal 3,120 3,877 15,102

Golden Hope 5,877 5,956 27,916

Golconde 17,706 15,154

Harpanas 6,800 24,000

Hearwood 927 912 8,803

High & Lowlands 38,048 37,471 249,557

Inch Kenneth 14,428 13,31 27,068

Jogra 6,671 10,024 15,196

Jabong 18,500 19,300 102,140

Kepar Para — 36,985

Kamusing 7,171 7,052 101,857

Kempsey 9,195

Kengong 2,730 10,534

Kota Tinggi 680 1,840

Kuala Klang 2,112 8,677

Koran 2,076 2,076

Kris Rub. Est. 2,870 2,105

Kuala Lumpur 38,500 41,100 216,610

Laha 18,185 19,124 89,358

Landroc 37,178 37,733 18,711

Ledbury 9,605 9,544 52,007

Lebong 18,500 18,500 102,140

Kepar Para — 36,985

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Kris Rub. Est. 2,870 2,105

K

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	AVERAGE QUOTATION AT PRESENT QUOTATION FOR THE LAST YEAR'S DIVIDEND	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	150,000	\$125	\$125	{ \$1,500,000 \$1,000,000 \$200,000}	\$1,025,000	1s. 5/- for half year ending 31.12.09 @ ex 1/9/10=\$15.11	5 %	\$950 buyers \$1,600 sellers
National Bank of China, Limited.....	90,935	47	46	{ \$4,000 \$500,000}	\$10,538	2s (London 2/6) for 1909 .....	...	\$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,560,000 \$354,583 \$200,000 \$187,000}	\$200	3s for 1908	6 %	175 sellers
North China Insurance Company, Limited	10,000	475	45	{ Tls. 255,000 Tls. 255,000 Tls. 140,150 \$300,000 \$194,248 \$105,248 \$100,000}	Tls. 207,773	Final of 7/6 making 15/- for 1908	5 %	Tls. 115
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$1,560,000 \$354,583 \$200,000 \$187,000 \$105,248 \$100,000}	\$287,084	Final of \$2 per share, making in all \$20 per share for 1908 and an interim dividend of \$30 per share for 1909	6 %	\$840
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$100,000 \$204,405 \$109,264}	\$707,033	2s 1/2 for year ending 31.12.08 and interim of 3s on account of 1909	7 %	\$200 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$250,248 \$81,168}	\$418,400	3s and bonus 2s for 1908	7 %	515 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,450,000}	\$426,218	2s 1/2 for 1908	8 %	\$150 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$85	\$25	{ \$17,748 \$100,489}	Dr. \$1,777	5s 1/2 for 1908 .....	...	57 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$100,489}	nil.	5s 1/2 for year ending 30.6.1908 .....	...	58 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd	80,000	\$15	\$15	{ \$107,500 \$10,345 \$10,000}	\$20,766	Final of 5s 1/2 for account 1910	8 %	\$321
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. (Deferred)	60,000	2s	2s	{ \$10,000 \$20,000}	\$13,755	6/- for 1907 on Preference shares only ex 1/9/11/16=5s. 15d. 5d in 1/2 per sh. (coup. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09	...	565
"Shell" Transport and Trading Company, Limited	2,000,000	2s	2s	{ \$20,000 \$20,000}	\$192,994	A dividend of 7 1/2 % for yr. ending 30.4. 1910 A bonus of 5 1/2 %	5 %	102 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$62,681}	Tls. 159	4s 1/2 for 1908	48 %	\$153 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$520,000 \$103,000}	Dr. \$8,000	2s per share for 1909	6 %	\$168
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$135,829	5s for 1907 .....	...	56 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,102	Tls. 10 for year ending 31.5.09 .....	...	Tls. 825 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	1s	1s	{ \$1,015,000 \$14,3903 none}	\$14,35	Final of 1/6 making 5/- for 1909	9 %	Tls. 16 buyers Tls. 10
Handwaters Mining Company	60,000	Pt. 10	Pt. 10	none	none	First year .....	...	...
Raub Australian Gold Mining Company, Limited	150,000	4s	4s	{ 4s. 37s G 510}	none	5s per share 13th dividend	5 %	57 buyers
Oriental Consolidated Mining Co., Ltd. (DOCKS, WHARVES & GODOWNS).	500,000	5s	5s	{ none}	none	Final of Gold \$0.65 for 1909 in all G \$1.15	41 %	50
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	{ \$25,275}	Dr. \$3,460	5s 1/2 for year ending 31.12.00 .....	...	50
Hongkong & Kowloon Wharf and Godown Co., Ltd	60,000	\$350	\$30	{ \$530,000 \$31,993 \$10,000}	\$264,547	5s 1/2 for 1909	48 %	55 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$10,000,000}	\$138,766	Interim of 5s 1/2 for account 1909 .....	...	150
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 607,57 Tls. 50,000 Tls. 185,000}	Tls. 6,401	Final of Tls. 5/- making Tls. 6 in all for 1910	64 %	Tls. 77
Shanghai and Hongkew Wharf Company, Limited	16,000	Tls. 100	Tls. 100	Tls. 9,222	Tls. 9,222	Final of Tls. 4 making Tls. 7 for 1909	7 %	Tls. 120
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 35,000 \$1,000,000 \$1,000,000}	Tls. 4,284	Tls. 6 for year ending 30.4.09	52 %	Tls. 101 sellers
Central Stores, Limited	50,123	\$15	\$15	{ \$1,000,000 \$100,000 \$100,000}	\$24,021	\$2.60 on old and 60 cents on first new issue	8 %	126 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$10,000 \$100,000 \$100,000}	\$1,277	5s for half year ending 31.12.09	2 %	35 1/2 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$100,000 \$20,000 \$20,000}	\$1,474	Final of 5/- making 5/- for year end 31.12.09	7 %	\$101 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ none}	\$269	45 cents for 1909	6 %	386 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	{ none}	none	5s 1/2 for 1909	61 %	\$33 a. and 33 b.
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,325,045 Tls. 30,000 none}	Tls. 6,069	Final of 6 % bonus Tls. 1 for 1909	61 %	Tls. 109
West Point Building Company, Limited	12,500	\$50	\$50	{ none}	\$1,958	Final of 5s. 10s making in all 3.80 per share for 1909	81 %	339 buyers
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 5.	{ Tls. 250,000 Tls. 40,000 \$20,000}	Tls. 10,098	Tls. 11 for year ending 31.10.09	81 %	Tls. 122 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$1	{ Tls. 175,000 Tls. 100,000 Tls. 30,000}	\$3,158	50 cents for year ending 31.7.08	8 %	35 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	none	Tls. 5,172	Tls. 7 for year ending 30.9.09	12 %	Tls. 57
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 10.	none	Tls. 4,529	Tls. 6 for 1909	7 %	Tls. 70
Say Uche Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 31,178	Tls. 25 for 1909	10 %	Tls. 240	
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ \$1,100 \$40,000}	\$1,648	15 % per share for 1908	6 %	510 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	{ none}	nil.	60 cents for 1909	6 %	191 buyers
China Light and Power Company, Limited	50,000	5s	5s	{ none}	\$61,128	60 cents for year ended 28.2.08 .....	...	424 1/2 sellers
Do. Do. Special shares	50,000	5s	5s	{ none}	\$1,602	60 cents for 1909	9 %	582 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$1	{ \$10,000 \$10,000}	\$1,923	5s 1/2 for year ending 31.7.09	61 %	519 buyers
Dairy Farm Company, Limited	40,000	\$74	\$6	{ \$1,000 \$1,000}	\$1,000	Final of 40 cents making in all 75 cents per share for 1909	10 %	561 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$1,000 \$1,000}	\$4,950	14 per cent. vis. \$1.40 for 1909	12 %	314 buyers
H. Price & Company, Limited	12,000	\$10	\$10	{ none}	\$1,298	A dividend of \$1.20 per share and a bonus of 10 cents	6 %	307 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$1	{ \$100,000 \$10,000 \$10,000}	\$7,626	Final of 5s for 1909	6 %	335 sales
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$10,000 \$10,000}	\$9,170	Final of 5s making in all \$1 for 1909	9 %	331 sales
Hongkong Rose Manufacturing Company, Ltd.	60,000	\$10	\$10	{ Tls. 547,500 Tls. 65,000}	Tls. 31,682	and interim dividend of Tls. 25/- for 1910	5 %	Tls. 1,430
Maatschappij tot Mijn. Bosch en Landbouwspoor in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ \$10,000 \$10,000}	\$20,000	50 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10	51 %	516 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ none}	\$3,014	\$1 paid shares for year ending 30.4.10	52 %	516 sellers
Peak Tramways Company (new), Philippines Company, Limited	50							

The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

NEW SERIES No. 8203

五六六月大年二號

FRIDAY, JULY 22, 1910.

五時半 第二十一月七英港香

5/- PER ANNUAL
SINGLE COPY 5/- CENT.

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- Peace? Peace!
- Handy Men
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- Alleged Manslaughter
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- Yarn Market
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- Billion
- Exchange

The Hongkong Telegraph

MAIL SUPPLEMENT,

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, FRIDAY, JULY 22, 1910.

RUBBER AND PERUVIAN RAILWAYS.

(16th July.)

A little, but only a little, has been heard in the outer world about the new railways which are to connect the rubber grounds of the tributaries of the Amazon with the Pacific Coast. The Central Trans-Andean railway starts from the port of Callao and runs through Lima and the coast region till it mounts the Andes and pierces that range at a height of over fifteen thousand feet through a tunnel more than a mile long. At Oroya, 130 miles further on, it separates into two branches, one northward to Pisco, and one southward to Junca and Huancayo. These two lines are of the very greatest interest. They penetrate right into the rubber country. Starting from Callao on the Pacific coast this railway has at its back a third part of the country. It is destined to be the principal artery of the Andean railway system. Few countries possess a system of navigable rivers such as those of Peru. There are more than 15,000 miles of tributaries of the Amazon navigable by steamers of four feet draught and over in Peruvian territory. The route of the railway takes it to the port of Cumaria on the river Ucayali, which is the channel of greatest commercial activity, next to the Amazon, in Peru. On this river are the ports of Coniamana and Musica, various small towns and rubber estates, where the vessels which do the river traffic are in the habit of stopping for merchandise. Steamers up to 400 tons belonging to business firms of Iquitos on the Marañon ply between that port and Capanama, seven hundred and fifty miles away. Iquitos is the capital of the Department of Loreto, and it is the centre of an enormous rubber trade, which is now occupying the attention of great European and American financiers. A glance at the map will show what a revolution in the rubber trade will be created by the safe carriage of rubber by rail across the Andes to a Pacific port instead of the present, casual and wasteful transport by river across dangerous rapids and over thousands of miles along the Amazon river, through Brazil, to Para. The new Southern Trans-Andean Rail way will pass through a part of growing importance on the Pacific Coast, with a port on the Marañon, thus placing in direct communication the richest rubber district on earth with the Pacific Ocean. There is also an inter-Andean section of the Southern Railway, which with a basis between Puno and Cuzco, penetrating into the hollows of the River Madre de Dios and of the river Urubamba where rubber is indigenous, and apparently inexhaustible.

OVER TIME.

(18th July.)

To our bitter regret we find ourselves forced to take notice of the commission in Hongkong of two of the four great sins which cry to Heaven for vengeance. We have little sympathy for employers who only work in their spare time, and to whom the realities of life are most apparent at one of the four private bars in a radius of less than a thousand yards. At less innocent places, too, they appear to appreciate the *joie de vivre*, but in their employer's office never. "Why should I," said one of these half-men, "why should I do more work than I am paid for?" To us it seems that he is condemned out of his own mouth. "The talk of the lips of a fool tendeth only to penury." It is a pity that in Hongkong so many people who complain of the expensiveness of life should eat too much, drink too much, dress too much, loaf too much, and talk too much nonsense. If in an office a sudden rush of business comes in, every employee worth his salt ought to, and will, cheerfully work away, no matter how late the hour, and he will never think of being paid "overtime" for it. We cannot imagine a man who is a gentleman or aspires to be a gentleman or even one who only thinks he is a gentleman being so base and unworthy as not to be willing to work an hour or two extra in case of need, without meanly clamouring to be paid for it. But there is another aspect of the subject of working "overtime." The law of contract and the custom of merchants control both the time and wages of employer and employee. A scaman, for instance, has no "hours of work." He is on duty all the time, and the essence of his contract is that just so much wages he gives his labour, all his strength and all his knowledge and skill for the safety of the ship and the success of her venture. A skipper who tried to spur his subordinates to greater effort by promises of extra pay might find himself a disdained man at the end of the voyage. His owners would, and with good reason too, refuse to honour such a promise. Conditions on land are very different. In many offices a man specially contracts to work for just so many hours for just so much pay, and the conditions of his service are constant and unvarying. In these large business houses it is customary to pay a clerk for a fixed number of hours. If he is asked to work for more he is, of course, considered as an extra man for the time being, and is paid accordingly. There is a world of difference between heads of departments, or managers, and mere scriveners, that makes us pleased to remember that the English are, after all, a nation of seamen. There must be several men in Hongkong with the knowledge and ability requisite for the compilation of an account of the Taylor

he may swear at pressure of business keeping him in the office till nine, or later, so that his dinner is spoilt, and he has lost his game of bridge. It never occurs to him to make the firm pay him for it. But a poor man with poor pay is under totally different conditions. If he works during hours that are not his employer's hours, and does so for the benefit and at the wish of his employer, the latter must pay him for this extra work. Nothing can be clearer, nothing can be more reasonable, than this. If a man enters upon certain employment on a distinct understanding that any work done by him for his employer over and above that fixed amount for which he is paid fixed wages, will be remunerated at a rate agreed upon, or a rate usual in that kind of commerce or trade, he is entitled by every law to that remuneration. To refuse it to him is robbery. The British Government factories, arsenals, etc., generally pay good wages for those extra hours of work which service exigencies occasionally demand. It is very saddening to see Post Office clerks at an undeserved disadvantage in this respect. These servants of the Public enter the Post Office Department on a distinct pledge by the Government of the King that they will be given certain pay, pension and other privileges in return for their services. One of these privileges is the certainty of service, the fixed number of hours, the regularity and order of every condition of duty. If a Government in its half-realized scheme of retrenchment denies to a few clerks a few dollars for working many long hours in a trying climate more than they are paid for, it is exhibiting the characteristics of a thrifty Scotch pawnbroker rather than the dignity and just dealing of a department of the King's Service. If an employe smarting under a sense of ill-treatment should protest, his dismissal has been known to follow and punish his temerity. This is called Oppression of the Poor. Refusal to pay a man the overtime customary in any office or trade or business, when he has worked for his employer's benefit (whether that employer be a Government department or a manufacturing firm or a bank, or anything) at all hours and on Sundays as well, is called "Defrauding labourers of their wages." Both these crimes cry to Heaven for Vengeance.

PHALEY PHALEY!

The innocent always suffer worse pains than the guilty. A gang of detestable bandits have been preying long enough upon the quiet hard working Chinese merchants who have put much money for many years into foreign pockets. Europeans and Chinese are united in at least one hatred. Pirates are *hostes humani generis*. Who should know more about the "terror by night" and "the destruction that wastes at noon day" than the suffering people of the Canton River delta, and those whose children have been kidnapped and whose property has been ravaged by those shredders of blood who have dared to add the word "Colossal" to those names which our memory is painfully forced to retain as reminders of the "bitter truth that there are still in this world murderers, *pacti contempentes*, demons in human shape. I he real honest and virtuous men among the Chinese who still preserve some vestiges of the teaching of the sages of olden time, who have not been "educated up" to the doctrine that justified any cruelty and any treachery as the means to success, have proved that those of us were mistaken who imagined that the Chinese had become so oblivious of international justice as to cajole to quiesce in an attitude on the wrong side of equanimity when pirates insolently show their contempt of the King of Portugal and the Emperor of China, and their scorn of the laws of the Manchus, and their scorn of the Mahatma or some other weird kind of Christian Scientist it is difficult to imagine who else could have answered that question in any other way. This enquiring genius, (his name is Gencell) also asked Colonel Seely whether he knew that the railway had already cost £16,000 per mile. Colonel Seely did not know, and what we want to know is what use in the world is a Colonial Office that cannot tell you a little thing like that? Another question, or rather, string of questions, just as silly but, not as funny, nor as *swinkler* was asked by the same unhappy gentleman. In it he took away the character of four railways and implied goodness only knows what against two firms of engineers. By some process of unreason best known to his own foggy mind, he seems to have thought the question worthy the attention of the House of Commons "whether the late chief British accountant was the nominee of those engineers, whether the amount of his embezzlements had yet been ascertained, and whether any steps were being taken to recover that amount from his nominators." This is the sort of muddle-headed nonsense that now occupies the time of the "August Mother of Parliaments." There are several reasons, we can think of at least six, why the Under Secretary of State was quite right in repeating the information (which, it seems, had already imparted on the 25th of last November) that "the Colonial Office is not concerned with the doings of the late chief accountant on the Chinese section of the line." One of them is a *gao*. The other five therefore do not matter.

HANDY MEN.

(19th July.)

Perhaps some day some painstaking man of genius will collect a list of every case of which he can find authentic record in which a British seaman has rescued his fellow-men without the smallest reward or hope of reward. It would make a book worth reading, and would probably extend to several volumes. It will not, we fear, be written in our time. Most of the complaints of really interesting facts, able to relate them in an interesting manner, are dead. Mr. Frank T. Bullen has told us a few true stories of usefulness at sea, and several of a heroism that makes us pleased to remember that the English are, after all, a nation of seamen. There must be several men in Hongkong with the knowledge and ability requisite for the compilation of an account of the Taylor

in Far Eastern seas. Material for such a work is, if anything, over plentiful. We publish to-day an account of a sailor's action done by an Englishman who has so often proved himself useful that such a book as this one we are wishing for would contain at least one chapter about him alone. We refer to Captain G. L. Willoughby of the tender *Stanley*. We trust that he will not fail to see the pertinence of our calling the attention of the public to the fact that not only in these waters, but elsewhere, Captain Willoughby has saved the lives of more than one whole ship's company. When a man of this kind persistently refuses to advertise himself and through what we can but call a mistaken though entirely honourable sense of modesty keeps his own achievements and his own personality in the background, it becomes the duty of those who value the fine qualities, the really very fine qualities, of a British seaman, to express something of the pride we have every right to feel in being his fellow-countrymen. A German Emperor, amid the endless duties and harassing anxieties through which His Majesty William II has succeeded in holding his own with a dignity and distinction worthy of his illustrious forefathers, can find time to remember and reward the valour and splendid seamanship of one of his subjects. Every Englishman, and not only every Englishman, but every lover of the qualities of the "handy man" as exhibited by Captain Willoughby, will boldly, and without diffidence, express his approval, his admiration, indeed almost his envy of him. And we, with diffidence, venture to hope that those whose station in life calls them and whose duty requires them, to be advised to the "Fountain of Honour" will remember, in due time, to recommend that some more signal token, from a higher quarter, be granted to that useful life-saver Captain Willoughby, than the hearty and sincere "Bravo, well done!" of his countrymen's appreciation.

WITHIN THEIR OWN CONCIE!

When did Hongkong die? A member of the present unhappy Parliament, called Gloucest, asked the Government whether the Canton-Kowloon Railway "was being forced through merely for the resuscitation of Hongkong at the expense of the Chinese guarantors." We have been at great pains to discover the meaning of this sentence. We could not, unaided, by some intellect more powerful than our own, find any sense in it whatever. We therefore consulted four gentlemen of this Colony who have the reputation of being "gifted with sound sense and reliable judgment, and of whom at least three have earned this reputation by unselfish public-spirited work. Not one of them could see any meaning in it at all. If it means anything, it implies that some time ago this Colony died, and was guaranteed to be dead by some unspecified Chinese; that somebody unspecified has been forcing the Canton-Kowloon Railway through something unspecified at the expense of those unspecified Chinese who guaranteed that Hongkong was dead, and that the owner was not to be blamed. He was innocent as the innocent Captain who was fined. But in spite of every precaution some smuggling was always possible. We suggested that the informer should be required to divulge a great deal more than merely the hiding place of the smuggled commodity. He said that "it was the business of those who made the laws to see to that." We must again lay stress on this, the only possible way out of an *impass* that is a disgrace to our law. The informer, of course, almost invariably one of the criminals. For that these opium-smugglers are generally of the criminal class, the cleverest and least often discovered of the secret criminal class of the Far East, no one who has actual knowledge and experience will deny. The informer, seeing his way to make a much better thing out of the venture by adding the sin of treachery to his other villainies, (provided always that he can manage it without risk), takes care to cover himself from detection by his associates, and cynically betrays, for money, to the Preventive Officers, the secret he has himself helped to make. He is paid, and he makes that in such a case the informer should not receive a single farthing of pay for his villainy unless he confessed the names of every one of his confederates, far more would be done to check smuggling than the present stupid and unjust law which strikes the innocent and rewards at least one contemptible and traitorous sneak. If it be objected that if informers be required to divulge the names of their associates, that useful class of human being will no longer be useful—to the Preventive Officers—we reply that this is an excuse which is most unworthy of any Government servant, of course, almost invariably one of the criminals. For that these opium-smugglers are generally of the criminal class, the cleverest and least often discovered of the secret criminal class of the Far East, no one who has actual knowledge and experience will deny. The informer, seeing his way to make a much better thing out of the venture by adding the sin of treachery to his other villainies, (provided always that he can manage it without risk), takes care to cover himself from detection by his associates, and cynically betrays, for money, to the Preventive Officers, the secret he has himself helped to make. 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LEGISLATIVE COUNCIL

and last

A meeting of the Legislative Council was held in the Council Chamber this afternoon.—President—His Excellency the Officer Administering the Government; Sir Henry May, K.C.M.G., Hon. Mr. A. M. Thompson, (Colonial Secretary), Hon. Mr. C. M. Messer (Colonial Treasurer), Hon. Mr. W. Chatham, C.M.G. (Director of Public Works); Hon. Mr. F. T. Bellamy (Captain Superintendent of Police); Hon. Mr. J. G. Andrew (Registrar General); Hon. Mr. J. G. Macmillan; Hon. Mr. Wai-Yuk, C.M.G.; Hon. Miss E. Osborne; Hon. Mr. Murray Stewart; and Mr. C. Clement (Clerk of Council).

MINUTES

The minutes of the last meeting were read and confirmed.

FINANCIAL MINUTES

The Colonial Secretary laid on the table Financial Minutes Nos. 58 and 59. It was agreed that they be referred to the Finance Committee.

FINANCE COMMITTEE REPORT

The report (No. 7) of the Finance Committee was adopted.

PUBLIC WORKS COMMITTEE

The report (No. 2) of the Public Works Committee was adopted.

PAPERS

The Colonial Secretary, by command of His Excellency the Officer Administering the Government, laid on the table the following papers:—

Report of the Director of Public Works,

Report of the Land Officer;

Report of the Director of Education;

TRAINING OF MIDWIVES

The first reading of Bill entitled An Ordinance to secure the better training of Midwives and to regulate their practice, was not proceeded with.

EXECUTIVE COUNCIL

The Attorney General moved the second reading of the Bill entitled An Ordinance to relieve the Governor-in-Council of certain duties.

He said that an Ordinance was passed last year which effected in a greater measure what it was proposed to effect by the Bill before the Council. The Ordinance was regarded by the Secretary of State as being questionable and was disallowed by His Majesty. The Ordinance before Council proposed to substitute the one sanctioned by Council last year.

The Colonial Secretary seconded.

Agreed.

Council then proceeded to consider the Bill in Committees.

Council resumed and the Bill was read a third time and passed.

YOUNG PERSONS

The Attorney General moved the second reading of the Bill entitled An Ordinance to amend the Young Persons' Ordinance, 1909. It was explained that the Bill was with regard to the abolition of the capital punishment in the case of young persons. Sometimes difficulty arose in proving the age of young persons. The Bill was framed with the object of vesting the Court with discretion to decide whether they were young persons or not.

The Colonial Secretary seconded.

The Bill was read a second time.

Council resumed and the Bill was read a third time and passed.

COPYRIGHT

The second reading of the Bill entitled An Ordinance to amend the Law of Copyright, was passed on the motion of the Attorney General, seconded by the Colonial Secretary. The Bill proposed to amend the Law of Copyright. The Bill was drafted by Mr. Slade. The law was at present the owner of a copyright registered in the Colony had to register it in Stationers' Hall and could not sue unless it was registered in London. The Bill now proposed that a copyright may be registered either locally or in London. The object of the Bill was to make the general law of copyright uniform. The Bill was then considered in Committees, read a third time and passed.

CROWN LANDS RESUMPTION

The second reading of the Bill entitled An Ordinance to amend the Crown Lands Resumption Ordinance, 1909, and to make special provision for the Resumption of Crown Lands of small value for public purposes was passed on the motion of the Attorney General, seconded by the Colonial Secretary. The Attorney General stated that the Bill was directed entirely to lands of small value. There were certain proceedings necessary, including notices to be given to the gaolers, and the Bill proposed in cases of lands of small value to simplify those necessities, which necessarily involved some delay. A clause was inserted providing in the event of the owner not being found for notices to be posted up close to the site and the Bill was read a third time and passed.

PROTECTION OF WOMEN AND GIRLS

The Attorney General moved the second reading of the Bill entitled An Ordinance to amend the Protection of Women and Girls Ordinance, 1897.

The Colonial Secretary seconded.

Agreed.

Council proceeded to consider the Bill in Committees and the Bill was read a third time and passed.

HIGHWAYS

The Attorney-General moved, the Colonial Secretary seconded, the second reading of the Bill entitled An Ordinance to provide for the stopping up, diversion, turning or alteration in levels of highways.

Mr. Murray Stewart said he could not see his way to vote in favour of the second reading of the Bill unless some clause was inserted providing compensation where necessary. The Bill was capable of inflicting considerable hardship.

The Attorney General said that he was not aware that any compensation was provided by the Home Act.

Mr. Stewart—At any rate this one should.

Mr. Keswick endorsed hon. member's remarks.

His Excellency briefly replied to hon. members' objections. Of course, he knew the unofficial members did not trust the Government (Laughter) but compensation would be granted in cases where they were justified.

Mr. Osborne said that there was a considerable difference between the circumstances of this Colony and those prevailing at home. His Excellency had intimated that some compensation would be granted in cases where they were justified but on his part he would like to see the principle endorsed, in a more tangible manner in the Ordinance. If such a thing were to be done at home, there would, at once, be a considerable outcry and the Board of Trade would step in to prevent any injustice being done. Here, if a person wished to appeal, the appeal was from Ossian to Ossian. There was no appeal. He would like to see the principle which allowed compensation to be made whose property was damaged respected.

Mr. Stewart said that the remains of the late speaker were rather in support of the measure. After giving his reasons, the hon. member representing the K. W. D. concluded by saying that the Government was not so callous as Mr. Osborne had tried to make out. Any

hardship that might arise would be carefully studied, and owners of property would not be accorded the harsh treatment which had been hinted at.

Mr. Osborne corrected certain parts of Mr. Chatham's speech.

Mr. Chatham said he wished to remove certain misapprehensions which might be created by hon. members' remarks. No hardship whatever resulted in the cases of Kowloon to which the hon. member had referred.

Mr. Osborne—I can prove it.

Dr. Ho Kai said he generally supported the remarks of his honourable colleagues. He suggested that a clause be inserted providing compensation in cases where they were deemed necessary.

The Attorney-General expressed his willingness to amend the Bill to give discretionary power to grant compensation.

After further discussion the Bill was left in Committees.

LIQUORS ORDINANCE

The Bill entitled An Ordinance to amend the Liquors Ordinance, 1909, was read a second time on the motion of the Attorney General seconded by the Colonial Secretary.

The Attorney General said that the Bill provided to place the Navy on the same footing as the military as regarded exemption. The Bill was read a third time and passed.

CINEMATOGRAPHS

The Attorney General is moving the second reading of the Bill entitled An Ordinance to amend the Theatres and Public Performances Regulation Ordinance, 1909, said that it was found desirable to place cinematograph exhibitions under the censorship of the Registration General. Hitherto, there had been no complaints as regards local performances but it was nevertheless deemed desirable that the course should be taken.

The Colonial Secretary seconded.

Carried.

The Bill was then read a third time and passed.

SUPPLY BILL

Council resumed consideration in Committees of the Bill entitled An Ordinance to authorise the Appropriation of a Supplementary Sum of Three hundred and fourteen thousand five hundred and thirty-three Dollars and thirty-two cents, to defray the Charges of the Year 1909.

The Bill was reported without amendment, read a third time and passed.

TRANWAYS

The second reading of the Bill entitled An Ordinance to amend the Tramway Ordinance, 1902, was not proceeded with.

ADJOURNMENT

The Council then adjourned.

FINANCE COMMITTEE

A meeting of the Finance Committee was held immediately after the meeting of Council, the Colonial Secretary presiding. It was agreed that the following votes be recommended for adoption by the Council:—

SECRET SERVICE

A sum of one thousand dollars in aid of the vote, Police and Prison Departments, A. Police, other charges, secret service.

SANITARY RECEIPTABLES

A sum of five hundred dollars in aid of the vote, Sanitary Department, other charges, sanitary staff, nightshift receipts.

This was all the business.

ATTENDED ARMED ROBBERY

WHIPPING IS INCLUDED IN SENTENCE BY THE CHIEF JUSTICE

18th inst.—Before the Chief Justice, Sir Francis Piggott, at the Criminal Sessions this morning, Wong Siu and Tsui Sam were indicted on charges of attempted armed robbery at Wan Chai on the 17th June last. Hon. Mr. W. Kess-Davies, K.C., Attorney-General, instructed by Mr. H. L. Davies, Sr., from the Crown Solicitor's office, prosecuted, while the prisoners were undefended.

The Colonial Secretary seconded.

The Bill was read a second time.

Council resumed and the Bill was read a third time and passed.

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Mr. Keswick endorsed hon. member's remarks.

His Excellency briefly replied to hon. members' objections. Of course, he knew the unofficial members did not trust the Government (Laughter) but compensation would be granted in cases where they were justified.

Mr. Osborne said that there was a considerable difference between the circumstances of this Colony and those prevailing at home. His Excellency had intimated that some compensation would be granted in cases where they were justified but on his part he would like to see the principle endorsed, in a more tangible manner in the Ordinance. If such a thing were to be done at home, there would, at once, be a considerable outcry and the Board of Trade would step in to prevent any injustice being done. Here, if a person wished to appeal, the appeal was from Ossian to Ossian. There was no appeal. He would like to see the principle which allowed compensation to be made whose property was damaged respected.

Mr. Stewart said that the remains of the late speaker were rather in support of the measure. After giving his reasons, the hon. member representing the K. W. D. concluded by saying that the Government was not so callous as Mr. Osborne had tried to make out. Any

Volunteering in Hongkong.

FORMATION OF "SCOUTS" COMPANY
MR. C. H. ROSE'S SCHEME MEETS WITH APPROVAL

soth inst.

The attached correspondence relative to the appeal of H. E. the Officer Administering the Government to the principal firms in Hongkong for the formation of a "Scouts" Company has been forwarded to us for publication.—Hongkong, 11th July, 1910.

Sir.—With regard to your circular letter of the 1st instant addressed to British commercial firms in this Colony on the subject of the encouragement of Volunteering, I have now the honour to enclose a letter which I have received from Mr. C. H. Rose offering, on certain terms, to raise and train a Company of "Scouts."

As one of the most important of the conditions mentioned by Mr. Ross is, that the Banks and leading firms should encourage their men to join and give them the necessary leave of absence to render themselves efficient, I wrote, as per enclosed letter, to several Banks and firms who have all approved the scheme.

I have the honour therefore to ask that you will lay the proposition before H. E. the Officer Administering the Government with a view to its sanctioning the raising of a body of Scouts on the lines suggested by Mr. Ross.

It may appear to H. E. that the numbers proposed are not large, but I venture the opinion that, if once a good start is made and the young men of the Colony realise that there is opportunity to serve with congenial neighbours in the ranks and under Officers of their own choice, a considerable impetus will be given to Volunteering.—I have etc.

(4) HENRY KESWICK.

The Hon. The Colonial Secretary,
Hongkong.

Hongkong, 7th July, 1910.

Gentlemen.—Consequent upon the letter of the Hon. The Colonial Secretary dated the 4th instant and urging on heads of firms, Banks, etc. in this Colony the importance of encouraging their employees to join the local Volunteer forces, I have received the enclosed letter from Mr. C. H. Ross.

Mr. C. H. Ross is well known to you and has already proved that he is fully qualified to carry out the duties of a Scout Master. More important still he has the confidence of all who have ever served with and under him.

I would ask you therefore whether you would encourage your men to join the proposed "Hongkong Scouts" and undertake to grant them the requisite leave to make themselves fully efficient. If you approve, I would propose to approach H. E. the Officer Administering the Government with a view to the sanctioning and immediate raising of the "Hongkong Scouts" on the lines set forth in Mr. Ross' letter.—I have etc.

(5d) HENRY KESWICK.

Messrs

The Hongkong & Shanghai Banking Corporation.

The Chartered Bank of India, Australia & China.

Betterfield & Twine.

Shaw & Tammes & Co.

Dodwell & Co.

The Eurasian & Oriental S. N. Co.

Reiss & Co.

The Mercantile Bank of India.

Hongkong, 7th July, 1910.

Dear Sir,—With reference to the Colonial Secretary's printed Circular dated 4th July, I trust the above proposed unit is an excellent idea.

I would recommend that the unit be called "The Hongkong Scouts," and be composed of both mounted and dismounted men. I would arm and dress these men exactly alike, teach them identical drill and as far as possible make them interchangeable.

From experience gained when in command of the late Volunteer Troop, I am of opinion that for "intelligence work" in the New Territories, both mounted and dismounted men are

NOTES BY THE WAY.

WAYS THAT ARE DARK.

To those not directly affected by it, the curious manifesto which was issued the other day by Viceoy Yuan of Canton may have appealed as containing a somewhat caustic type of humour but to those parties who have most cause to feel these periodical eruptions of get-rich-quick methods of which the Kuangtung authorities seem to be enamoured, it must have once again proved an eye-opener and emphasised the fact that it is easier for the Chinese authorities to enter into treaties than to observe the stipulations contained in them. Since the beginning of the world there have been many people who have been guilty of the downright perversion of truth but the true Celestial does it in his own inimitable way. The energetic official who at present presides over the destinies of South China is evidently a past master in the art of making a thing seemingly appear that which it is not. Did not a certain genius say "Live and learn".

THE COLOON AFFAIR.

The outbreak of hostilities between the hordes of pirates infesting the country not very many miles from the Colony and detachments of Portuguese troops at Macau provided local residents with a lively topic of conversation and speculation was rife during the week as to what the final upshot of it all was going to be. I was glad to notice in the columns of *The Telegraph* that a truce had been declared a day or two ago, if not permanently, in any event for the time being, and that the Portuguese authorities had generally adopted a conciliatory attitude. For my own part, I would not care to see a greater amount of bloodshed than has been absolutely necessary for vital reasons. But what struck me very forcibly on first reading the news of the outrage was the fact that for a long time past almost every journal of any standing has been crowing itself hoarse over the question of what is popularly termed "China's Awakening." Such a thing as the awakening of China only exists in the minds of vivid impressionists and is used by those inquisitive souls who are commonly known by the name of missionaries as a weapon whereby they find an outlet for their proselytising propensities. The whole thing seems to me nothing more or less than a snare and a delusion, for surely there can be no awakening on the part of a nation whose representatives tear treaties into fragments and scatter the pieces to the winds and among whose peoples are included piratical bands who are bold enough to put into operation their murderous plans in the very heart of civilization, as it were. Of course, one must not forget the fact that the Middle Kingdom had lived in a state of civilization at a time when her present-day superiors were barbarians by comparison but she has since jumped down from her exalted position to her present-day state. Until the strong man springs up to whom will be assigned the colossal task of lifting up the nation from the rut into which she has fallen, thus bringing about another turning-point in her career, this time for the better, I fear things will go on much the same as usual.

ENDLESS PRAYER CHAIN.

I notice that that acracking force known as the "Endless Prayer Chain," with which we had recently been pestered, has spread to India. One lady complained that out of a large number of copies of the "Ancient Prayer" (that had been sent) her three sons were directed in a feigned hand to her daughter and asked if something could not be done to expose and extingush the fraud. It is difficult to believe that any of the people who keep up the chain really believed in the assurance of "some great joy on the ninth day" or that most of them are not practical jokers. At any rate the thing is nuisance to the recipients, and, for what good it may do, we will repeat that the originator of the chain was either amusing himself or was himself half witted. It seems superfluous to add that no Bishop of London ever made such a foolish and even blasphemous promise as the message accompanying the "Ancient Prayer" indicates.

PYTHON STEW.

In a recent home paper appears the news of a banquet, the bill of fare for which was, to say the least of it, unusual, at which Prince Louis Bonaparte was the guest of honour. The banquet was given by a society called the Society of Acclimatisation, one of the objects of which is the introduction into France of food not generally known there. The banquet took place at the Gare de Lyon. The bill of fare was:

Ostrich egg omelette.

Stewed python.

Algerian tortoise.

Roast guinea.

Porcupines in aspic.

Cold crow.

Anserine.

Date-palm salad.

Cactus salad.

For those who were hungry still, roast beef and new potatoes were supplied. "Roast galahs taste like roast lamb" said one of the guests, but all the other dishes were peculiarly nasty, except the python, which tasted like last week's fish. It was edible, however. The tortoise was like an oily chicken which had been suffering from a bilious attack, and as for the porcupines in aspic he would rather have died off the quills. Anserine is a sort of spinach from Africa. Local hotel proprietors should take a leaf out of the book of the organizers of the above sumptuous repast. Python stew and Algerian tortoise would then perhaps become fashionable dishes on St. Andrew's Night, the haggis, of course, being given first place.

THE FLYING AGE.

Airship literature has already a vocabulary of its own, and sometimes has to be read with the aid of a glossary of technical terms. These constantly crop up in accounts of flight, and it may be interesting to mention a few of them. The flying ground is called an aerodrome, though early writers used this for the flying machine itself. However, on the analogy of "hippodrome" it is now reserved for the ground. The planes of the biplane are called aerofoils. Anything flying by means of planes is an aeroplane; anything with a balloon is an aerostate. A biplane has two sets of planes, one over the other. A glider is an aeroplane without a motor. A gyroplane is a flying machine with rotating wings. A helicopter has horizontal propellers, whose revolution gives the machine an upward motion. They are usually tilted to give a forward motion also. A monoplane has one or more pairs of wings arranged in the same place. A multiplane has several planes one over the other. An orthofoil has flapping wings. The French call an aeroplane garage a hangar, and this term is coming into general use.

CASUAL ODDS.

This page *Body* gives particulars of joint operations by Dutch and American cruisers against pirates on an island in the Southern Philippines. The Dutch had left their after committing a raid on the coast and the stolen property was recovered. The fact is brought out that the American authorities did their best to help the pirates.

PLAGUE IN HONGKONG.

LAST YEAR'S OUTBREAK.

The official account of the small outbreak of plague in Hongkong is contained in the medical report just issued. It says:

"There was a small outbreak of plague during the year, the total number of cases registered being 135, as compared with 1,073, in 1908. 746 in 1907 &c. d. 391 in 1906. Of these 135 cases occurred in Kowloon and 10 were imported. Thirty-one of the Kowloon cases occurred in Kowloon City—a native city of old rat-infested dwellings which only came under British jurisdiction in 1893, and has not yet been rebuilt. The non-Chinese cases comprised 3 Indians, 1 Asiatic Portuguese and 1 Japanese, all resident in Kowloon, and a Japanese case imported from Japan."

The deaths from plague numbered 108, including 4 non-Chinese deaths, so that the mortality among the non-Chinese was 57 per cent, and among the Chinese 81 per cent.

Some 60 small bills have been fixed throughout the City and Kowloon and in the more important villages, for the reception of dead rats. These bins are one gallon drums with hinged covers and are fixed to telephone and lamp standards and filled two-thirds full of a 5 per cent solution of carbolic acid which they may catch or find dead on their premises into these bins. The bins are visited once daily in the cool weather and twice daily in the hot weather by rat-collectors (one for each health district) and the rats duly ticketed and delivered at the Mortuary for classification and bacteriological examination.

When a plague-infected rat is found is one of these bins men are specially detailed to fill up all rat-traps in the houses adjoining such bins, rat poison is offered to all the neighbouring householders, and special attention is paid to the integrity of all gratings for the exclusion of rats from the houses.

In addition to the foregoing special measures rat poison and traps are distributed throughout the year to all householders on application, and the Chinese are encouraged to keep cats in their houses and godowns, while a special rat-poisoning campaign is instituted just before the onset of the usual epidemic season, i.e., during January, February and March.

Throughout the year there is also a continuous house cleaning of native dwellings with a view to the removal of all rubbish which may serve as nesting places for rats, while the floors and skirtings are washed with a one per cent. solution of kerosene emulsion to destroy fleas and other vermin.

During the year 6,211 rats were caught or found dead in the City of Victoria and 16,022 in Kowloon. Those from the City were examined by the Government Bacteriologist at the Public Mortuary and those in Kowloon by Dr. Pearce, the Assistant Medical Officer of Health, with the result that 399 of those from the City and 10 of those from Kowloon were found to be infected with Plague. It is somewhat remarkable that throughout the whole year there was a marked preponderance of females over males caught, the numbers for the City being 28,946 males and 31,167 females.

POINT OF ITS ARGUMENT.

When it admits that the lack of Foreign consideration for Chinese feelings tends to lead to the Chinese belief that Foreign influence in the Empire is incompatible with Chinese interests and are to be combated on every possible occasion.

In Hongkong we have a different mode of dealing with the entries to our public gardens, so far as the Chinese are concerned.

Every one has a right, whatever his rank, to enter into the Botanic Gardens and enjoy the beauties of that lovely spot. No one is garrisoned.

As a matter of fact, there used to be some signs of resentment on the part of Europeans (finding expression in the local newspapers) that the Gardens were made free of access to all classes irrespective of class or decency.

At the same time, Hongkong would never dream of shutting its Chinese citizens out from the pleasure to be bestowed in a sojourn in its public gardens for the reason that a few coolies also obtain admission unknown to the keepers of the gate. Better far let one vagrant enjoy himself in the secluded beauty of the spot than that one dozen righteous men should suffer. In this direction we imagine that Hongkong can "show points" to Shanghai for here, as there, the community is made up for the main part of Chinese, who are our biggest taxpayers and therefore the largest contributors to the

PUBLIC REVENUE.

When it comes to a matter of consideration between the merits or demerits of the respective races who make up the community in such disproportionate numbers, it appears to be foolish to think of shutting out the Chinese from any benefit that the good governance of Great Britain has bestowed upon this or any other Colony. We are all aware that as a race the Chinese are very shy, indeed jealous, of appearance in public of their woman kind and nothing can be more pleasant than to observe the freedom with which Chinese womenfolk enjoy themselves with impunity from insult or even impudent observation in the beautiful parades of the Botanic Gardens.

In other places as well one only needs to see to know the pleasure which the Chinese take in bits of beautiful cultivation and the rear-ing of flowers. In Honan, for instance, one cannot go to the house of any Chinese gentleman without being charmed by the house garden—sometimes, it is true, hidden away amongst most promising surroundings—but almost always full of a beauty of itself. There is one suggestion made by our northern contemporary which we would like to quote, and it is this—that if the Chinese up in those regions should desire a public park or gardens of their own there would be little trouble in getting the project set on foot and successfully accomplished. We in Hongkong appear to think differently, for the general opinion is that what is good for one is good for all and what is beneficial to the European resident is equally so to the Chinese who make up the bulk of our population.

CANTON-KOWLOON RAILWAY.

QUESTIONS IN PARLIAMENT.

On the 2nd ult., in the House of Commons, Mr. Gianni asked the Under-Secretary for the Colonies if he would say who were the consulting engineers of the Canton-Kowloon Railway; whether they acted as capacity in connection with the Shanghai-Nanking Railway, the Kowloon Railway, and the Johore Railway, all lines that could never pay owing to the cost of construction; whether the late chief British accountant was the nominee of those engineers; whether the amount of his emoluments had yet been ascertained; and whether any steps were being taken to recover that amount from his nominators.

Colonel Seely: The consulting engineers are Sir J. Wolfe Barry and Partners. The consulting engineers for the Johore Railway are Messrs. Gregory, Eyles, and Waring. I have no information as to the Shanghai-Nanking Railway. I cannot accept the statement that either the Hongkong or the Johore railway can never pay. As I informed the hon. gentleman on Nov. 25, the Colonial Office is not concerned with the doing of the late chief accountant on the Chinese section of the line.

Mr. Gianni asked whether His Majesty's Government was in possession of independent evidence that the Canton-Kowloon Railway could never possibly pay its cost of construction and working expenses; that it was being forced through merely for the recompensation of Hongkong at the expense of the Chinese contractors; and that it had already cost £16,000 per mile; and whether, in these circumstances, a further loan for its completion would have the approval of the Colonial Office?

Colonel Seely: The answer to the first two parts of the hon. gentleman's question is this: The 3rd, Brachol of Opium Regulations, 4th, Illegality of flogging same,

(Signed), W. KRUSE.

By order,

G. BERKELEY MITCHELL.

SACRUM.

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Government of the Indian States have been

sovereigns for many years.

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Rescue at Sea.

"STANLEY" PICKS UP SHIPWRECKED CHINESE.
CAPT. G. L. WILLOUGHBY'S SPLENDID RECORD.

Quite recently we recorded in these columns the recognition of the German Emperor of the acts of gallantry on the part of Capt. J. Bandox, of the *U.S.A.* *Carl Diederichsen*, in the rescue of shipwrecked crews of Chinese trading and fishing junks in the high seas. While we are not slow to extend our congratulations to skippers of other than British nationality for the gallant rescues they have from time to time effected, of men, women and children drifting helplessly on reefs, or some broken spars in the China Seas, we hope that the splendid record which some British masters of vessels can show of their successful efforts at life-saving at sea will also merit the attention of our own authorities. We remember on one occasion recently having spoken of the Hongkong Government tender *Stanley* as a

SCAVENGER SHIP.

That term was not applied in any spirit of disapprobation to Capt. G. L. Willoughby's command, but to show the multifarious character of the duties to which the *Stanley* have been so often commissioned. After the typhoons of the past two or three years, the *Stanley* has been instrumental in saving more lives in these waters than any single vessel entering the port of Victoria—be it vessel of the mercantile marine or either the British or Foreign Navies. There is little need to recapitulate at any length the *Stanley*'s achievements within recent months, for the records of the Harbour Office should bear ample evidence of the numerous rescues effected by the vessel since Mr. Willoughby assumed her command.

THE MOST RECENT INSTANCE is one which occurred yesterday and the facts of which have just been brought to our notice. The *Stanley* was being towed off for Sal-kung, in the New Territories, for the monthly inspection. She had on board yesterday Commander O. W. Bowkett, assistant harbour master, and Mr. Brayne; of the Audit Department. After passing through Fu-lu-Mui Pass, and rounding up for Steep Island, Capt. Willoughby, who was on the bridge, despatched in the distance what appeared like a huge log of timber adrift. He steered for it to ascertain what it was. On approaching the object it was found to be

A LARGE FISHING JUNK bottom up and all the crew were seen sitting helplessly on the upturned bottom. The skipper of the *Stanley* went over and asked through his Chinese interpreter whether the men wanted help. They replied that they were too far out of it and inquired whether the *Stanley* could tow them to Shau-ki-wan, their port of registry. Capt. Willoughby regretted that he could not take them in tow to Shau-ki-wan, but offered to tow the derelict to Sal-kung as he was proceeding there. The shipwrecked fishermen said that they could not get in close enough and as for being towed to Sal-kung they thought it would be of little advantage to them as they could not get their boat repaired at Sal-kung.

THE SAFETY OF THE MEN was Capt. Willoughby's first care. He accordingly offered to take them on board and promised that on his way back he would pick up the derelict junk. The invitation was gladly accepted and four of the crew were taken on board. They were supplied with dry clothing and given a proper meal and otherwise well cared for on board the tender. The master of the junk was left behind with three of his *folk* to stand by him. The *Stanley* then proceeded on her voyage to Sal-kung.

At 3 p.m. the same afternoon, she returned to the wreck and by the captain's directions a six-inch hawser was passed round her main-mast and then the *Stanley* started

TO RIDE THE JUNK which she succeeded in doing at the same time as the men were cutting away the sails. After getting her nearly upright and as the bows of the junk were well under water, Captain Willoughby passed the eight-inch hawsers through the sponges and commenced towing. All went well until just outside Fo-to-mu Pass when the stern sprang out and cast off the eight of the tow rope owing to the heavy sea that was running. This mishap necessitated the stopping of the engines of the *Stanley* for fixing up the rope again. This done, the *Stanley* re-started towing when, right in the middle of the Pass, the

LASHINGS CARRIED AWAY again, causing the wreck to swing broadside to tow. In this way the *Stanley* had to confine, as it was highly dangerous to stop her where she was as both would have been in imminent danger of being hit on the rocks by the swell of the sea. So, after towing until well clear of the Pass the *Stanley* stopped. At this stage Capt. Willoughby thought it impossible to go on board the wreck himself and saw the rope made fast to the bows, as in smooth water it was then just possible to stand on the fore-deck of the wreck. When all was ready, the Captain got back on board the tender and went ahead again and managed to tow the junk into Shau-ki-wan May, without any more accidents. The *Stanley* cast off her tow at 6 p.m. close to the police station.

A WARM WELCOME when the *Stanley*, was making *Sackung* some junk must have passed her, and so carried the news to Shau-ki-wan in anticipation of her arrival later in the afternoon, for as she steamed in about six o'clock, the shore was crowded with Chinese of the floating community, all shouting and frantically waving their bamboo hats. The greeting to Capt. Willoughby was a warm one and the gallant skipper well deserved it; since he was instrumental in saving eightightives threatened with a watery grave. The rescued people were—6 men, 1 woman, and a girl, all the boat with the shipwrecked people were leaving the *Stanley*, the survivors now found again, and again in grateful recognition of the merciful rescue Capt. Willoughby had effected at so much trouble to himself and great risk to his vessel.

THE "STANLEY'S" RECORD, since the present skipper has been in command of the Government tender, he has saved no less than 29 persons all told, viz.—
13 in the typhoon of July, 1908.
5 in that of 1909.
3 last December; and
8 on the 18th July, 1909.

The rescue of the men from the last junk (No. 376 H.O.) was effected under extremely trying circumstances. There was a high sea and hard rain all the time. In manoeuvring the *Stanley* and getting in and out of the wave, the Captain was wet through and through. The tow was one of eight miles. The junk capsized about 10.30 a.m. during a heavy squall and, happily for her crew, she was sighted by the *Stanley*, at 11.30 a.m., just one hour after the accident.

THE WEATHER YESTERDAY'S STORM. The weather prevailing in the Harbour yesterday morning was, to say the least of it, alarming to the shipping community of the

port—that is to say, to masters and mates who have the responsibility of looking after the safety of the vessels anchored in the narrow waters of the port of Hongkong, who may at any moment have to take their departure from the contiguous waters to the farther removed refuges of Junk Bay or Shelter Bay.

At about nine o'clock on Sunday evening the typhoon gale broke over the Colony in full force; the rain came down in torrents and the winds blew in terrific gales. It was only natural, therefore, that skippers and officers of shipwrecked crews of Chinese trading and fishing junks in the high seas. While we are not slow to extend our congratulations to skippers of other than British nationality for the gallant rescues they have from time to time effected of men, women and children drifting helplessly on reefs, or some broken spars in the China Seas, we hope that the splendid record which some British masters of vessels can show of their successful efforts at life-saving at sea will also merit the attention of our own authorities. We remember on one occasion recently having spoken of the Hongkong Government tender *Stanley* as a

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THE SHOOTING AT NANKING. **WOUNDED MAN TAKES BLAME.**

The following account of the unfortunate shooting affray in Nanking on Sunday, when V. Batowsky, one of the owners of the circus at present showing there in connection with the exhibition, is substantially the story told by the witness of that occurrence:—A storm blew up during the afternoon and in common with the rest of the Exposition tents and marquees the Circus suffered considerably. In the downpour of rain and thunder and lightning the animals became very restive and threatened to break loose, and with the other employees of the Circus Stafford had his work cut out to keep them from doing so. Whilst thus employed he lost a shoe. When everybody had been secured he proceeded towards the bar with the rest of the men, but the sight of his walking up minus a shoe seems to have formed the subject of considerable mirth among the Russians who composed the rest of the circus hands, and a vast amount of chaffing went on. As far as can be learned this must have continued for quite a long time, for during the while they shook dice for drinks Stafford appears to have remained the butt for their jests and ridicule. But human endurance has its limits, and angrily Stafford is said to have faced his tormentors and uttered an expression like "You Russians are tools." He refused any longer to shake dice, and then Batowsky, who is supposed to have been foreman amongst those who were joking at Stafford's expense, lost his upon doing so. There seems to be very little question that all were under the influence of liquor, and in all likelihood the scene was a particularly rowdy one. Though Batowsky insisted Stafford's playing dice, the latter firmly refused, and then, either to fit of temper, or by way of another coarse joke, the former snatched up the box and hurled the dice into Stafford's face.

From this point toward the affair took a serious turn. Stafford turned to leave a company which was evidently distasteful to him; and as made for the door Batowsky is credited with saying that if Stafford were to go out he will help him out. The Billiard continued to walk on burridly, but the Russian was after him repeating his threat, such as it was, and finding that his pursuer gained upon him Stafford turned. It is supposed he feared that Batowsky would lay hold of him by the collar of his coat and drag him, but however this may be, he drew a revolver or pistol and fired point-blank at him. With the bullet lodged in his chest, Batowsky dropped, and Stafford, realizing what he had done, ran off to hide. Assistance was soon forthcoming and the injured man was taken to the emergency hospital, from where he was later on brought to Shanghai. After some time Stafford gave himself up to the authorities, and in due course was lodged in gaol in the British Consulate. So far, it has not been found possible to operate upon Batowsky for the removal of the bullet, and it is feared that owing to its location the operation will be attended with the greatest danger. As already stated his deposition has been taken by the Russian Consul-General, and it is understood he has taken the blame for the whole affair, desiring that Stafford should not be proceeded against.—*Shanghai News*.

YOKOHAMA DIVORCE CASE. **JUDO SENT.**

In the Yokohama Chiba Suburb, on the 8th instant, judgment was delivered by Judge Nagawa in the action for divorce brought by Mrs. L. X. Filmer, of No. 376, Sagiya, Nagoya, Yokohama, against her husband, Mr. Edmond L. Filmer, whose whereabouts is at present unknown. Mr. Idours appeared for petitioner, but respondent was not represented. The petition of Mrs. Filmer was granted, and respondent (Mr. Filmer) was ordered to bear the costs of the suit.

The *Japan Chronicle* states that petitioner's case was to the effect that on December 2nd, 1909, the parties were married in Manila. Since the spring of 1903 the conduct of respondent towards petitioner had undergone considerable change. In March of the following year respondent suddenly left Manila, without giving any notice to his wife, and since that time he had contributed nothing to his wife's maintenance. Petitioner subsequently learned that her husband was staying at the residence of a foreigner at No. 376, Sagiya, Nagoya, Yokohama. She went to Yokohama on July 1st, 1907, to see her husband but on visiting the house at which he was supposed to be staying was informed by the occupant that her husband had left Yokohama, and that his whereabouts was unknown. Respondent had failed to communicate with petitioner for more than three years.

CHINESE LABOUR SUPPLY. **RECRUITING AGENT VISITING HONGKONG.**

Mr. Walter Jackson, manager of the Planters' Labour Bureau of Ipoh, is on a visit here to begin his coolie supplies to the F. M. S., says the *Singapore Free Press*. He carries with him already orders for over 1,000 and the number increases daily. This Bureau gets now on a three years' contract and provides for the repayment. This means that all undesirable aspects of contract labour are avoided as three years is satisfactory alike to coolie and employer and the repayment ensures the cooling-off period.

It is satisfactory to note from the new annual report that the work of the Colonial Nursing Association was replaced this year by a small general meeting of the Council, committee and subscribers, at the Institute, London, Wednesday, June 15th.

Lord Amphill, president of the Association, took the chair, and moved the adoption of the annual report, 1910, which was seconded by Mr. Fred Dutton, one of the trustees of the association. Lady Piggott and Sir Henry Burdett spoke on the report, which was subsequently adopted. The election of the executive committee was proposed by Sir Charles Bruce, seconded by Sir Henry Burdett, and carried, and the honorary officers of the association were also re-elected.

After votes of thanks had been passed to the director of the Imperial Institute and to Lord Amphill for presiding, the proceedings terminated.

It is satisfactory to note from the new annual report that the work of the Colonial Nursing Association continues to make steady progress towards realising the ideals of the founders.

Fifteen new names were sent out during the eleven months ended March 31st, 1910, making

altogether a total of 220 names employed abroad in Government and private service during that period.

HONGKONG AMBULANCE SERVICE.

AVAILABLE DAY AND NIGHT.

"A complete ambulance service has been established throughout the City, and ambulances can now be procured not only at any hour of the night or day by telephoning (No. 363) to the Disinfecting Station, Tai-ping-shan, but additional ones have been stationed at the following places for use by the Police in all case of emergency:—

The 11th View Police Station.

No. 1 Police Station.

The Recreation Ground, Happy Valley.

Eastern District Sanitary Matted (near No. 2 Police Station).

The Sailor Home, Arsenal Street.

The City Hall.

The Supreme Court.

The Central Police Station.

The Fire Brigade Station, Ocean's Road Central.

The New Western Market.

The Tung Wa Hospital.

The entrance gate in Queen's Road West to the Government Civil Hospital.

The Western District Sanitary Office.

The Castle Depôt, Kennedy Town.

Outside the City limits ambulances have also been stationed at the Pokfulam Police Station, at No. 6 Police Station, Peak, at Aberdeen, Shau-ki-wan and Stanley Police Stations, at the Water Police station at Tsui-sha-tai and at the Kowloon-Canton Railway camp. The Kowloon Disinfecting Station (Telephone No. 44 K) also serves Kowloon in the same manner that the City is served by the Tai-ping-shan Disinfecting Station.

There are all hand ambulances on bicycle or light wooden wheels, with rubber tyres, and of the St. John Ambulance pattern. Those stationed in the City are in the charge of the various District Inspectors, whose duty it is to see that they are kept clean and efficient, and that they are disinfected after use. At the Sanitary Station's coolies are always available for the conveyance of those ambulances, but at the other stations the Police obtain volunteers to engage street coolies for this purpose, while if the ambulance has been soiled or used for an infectious case, the Sanitary Department is notified so that it may be cleaned and disinfected at once.

The European ambulances at the City Disinfecting Station were used 148 times last year, while those at the Eastern and Western Sanitary Offices in the City were used 151 times.

The European ambulances at the Kowloon Disinfecting Station were used 142 times, while the Chinese ambulances 143 times, while the ambulance at the compound of Water Police

was used 10 times.

JAPANESE TRADE COMMISSIONERS.

OUTLINE OF THEIR DUTIES.

The regulations defining the official functions of the Trade Commissioners to be stationed abroad under the control of the Department of Agriculture and Commerce have been published. The regulations provide that Trade Commissioners are to be appointed at important places abroad, where the presence of such an official is considered necessary in the interests of Japan's foreign trade. They are to conduct investigations in connection with the condition of foreign trade, and will be placed under the jurisdiction of the Minister of Foreign Affairs. At present only four Commissioners will be appointed.

With regard to the duties of Trade Commissioners, it is explained by the Government that they will primarily conduct investigations into the condition of commerce abroad, their practical duties are very much more complicated and comprehensive. They will have to make close and precise investigations into all matters relating to foreign trade, and promptly report the result of their investigations to the Governmental organization. The regulations provide that the Trade Commissioners are to be appointed at important places abroad, where the presence of such an official is considered necessary in the interests of Japan's foreign trade. They are to conduct investigations in connection with the condition of foreign trade, and will be placed under the jurisdiction of the Minister of Foreign Affairs. At present only four Commissioners will be appointed.

Count Okuma, formerly Premier, while waging the Convention, declares that there is no call for Russo-Japan Alliance.

Count Hayashi, formerly Minister for Foreign Affairs, holds that a Russo-Japanese Alliance is indispensable while Japan's foreign policy is based on the Anglo-Japanese Alliance.

Baron Goto, Minister of Communications, considers that the Convention is most favorable to China, as China suffers most from dissension between Russia and Japan.

Baron Makino, ex-Minister for Education, is of the opinion that, though based on common interests, the Convention will be more beneficial to Russia.—*N.C.D. News*.

THE "TATSU-MARU"

INDEMNITY.

LONG-DELAYED NEGOTIATIONS.

As will be remembered, the Chinese Government admitted its responsibility for payment of an indemnity in connection with the seizure of Macao with arms and ammunition which the Chinese authorities suspected were to be smuggled into China. The measure is regarded as a dodge invented by the Viceroy of Canton for the purpose of introducing a monopoly and as a breach of the Treaty of Canton. The Governor of India is supporting the protests of local merchants, but the British Consul-General in Canton is reported to have refused his assistance. The effects of the Chinese action on the opium trade are disastrous. In consequence of the risks involved dealers have ceased trading in opium, and the market is extremely congested, 1,100 tons unsold, chiefly with merchants in India and China. Prices are completely broken.—*Patna* falling from 35,000 rupees in April to 2,100 in June. The unanimous opinion is that the Government ought to stop opium sales until the situation is cleared, and that the British Government should put a stop to the harassing manner of collecting the tax. Unless this is done the Indian revenues will suffer considerably, and merchants will be involved in heavy losses.

A JAPANESE GHOST STORY.

A curious ghost story comes from Yokosuka which seems to call for investigation by those interested in psychical research, reports the *Japan Chronicle*. It seems that one of the sailors at the torpedo station at Nagura has of late seen a mysterious figure every night, or rather morning. The apparition appeared regularly about two o'clock every morning, and in passing the sentry very remarkable saluted in approved military fashion. The figure used to disappear into the gunpowder magazine and soon reappear, again saluting the sentry as it passed on its way. This mysterious visitor was, of course, talked about among the sailors at the naval station, and a party of ten men, led by a petty officer, decided to lie in wait for the shadowy visitor and endeavour to solve the mystery. Accordingly on the night of June 21st, they hid themselves behind the sentry's box and awaited developments. About half-past one in the morning the ghost made his appearance as expected, and the bold sailors, all armed with stout clubs, sprang out from their hiding-place and began to beat about the figure with sturdy blows. Then a strange thing happened. The ghost changed from the semblance of a human being into that of a colt, and ran off into the woods, and the mystery remains, not only unsolved, but more mysterious than ever!

This incident is being considered. We are informed that with proper apparatus and labour this should not be a difficult matter.

There is at present very heavy weather in the Gulf, and it was in trying to get into shelter on arriving at night that the *Dagmar* struck and was beached.

For a day she lay on an even keel, but on Saturday night she turned over on her port side, and was then lying at an angle of about sixty degrees, with her stern abeam.

There is a large quantity of gunny bags on board, which by the way are very badly wanted by Bangkok millers.

Later details are to hand with reference to the *Dagmar's* mishap. She struck on a rock when entering the narrow channel, tore a big hole in her port side. She was finally grounded to about 35 feet of water and the fore part was out of the water. To-day, however, she is settling back into deep water, and little more than half of the forward part, and bows are showing. She has on board about 900 tons of general cargo. Most of her crew came up to Bangkok with Captain Bowers, but the chief engineer, second officer, two firemen, and a boy have been left to stand by. (*Bangkok Times*)

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COLOWAN UNDER FIRE.

PIRATES' BATTERIES SILENCED.

SHOCKING EFFECT OF NAVAL SHELLS.

INCLEMENT WEATHER DRIVES BLOCKADING FLEET INTO PORT.

COLOWAN BLOCKADE.

PIRATES' TREACHERY.

PRISONERS AND ARMS CAPTURED.

[From Our Own Correspondent.]

Macao, 16th July, 1910.

From day to day I have chronicled the tragic events, and others, that have been enacted in the island of Colowan and surrounding waters during a memorable week. There was little of note to forward by the mail of Friday morning, since when, however, although no momentous occurrence has transpired during the interval, events of rather more than usual interest to your readers have to be recorded. In the order of importance, though not of chronological narrative, I have to place the arrival of some of the captured pirates, now disclosed and

UNDER AN ARMED ESCORT

A gang of some eighteen sea rovers—line descendants of men who some centuries ago terrorized the maritime coast of South China, and who have led a life of plunder and depredation—disembarked at the Naval Wharf at Barra at 5.15 p.m. yesterday. I just happened to be in that neighbourhood at the time and was an eye-witness of the disembarkation. The men were a desperate-looking lot and to all appearance destined to a life of adventure which was sustained by the proceeds of murder and blackmail. The gang was the object of curiosity by their peaceful trading enterprises on the waterfront. All were manacled and as soon as they stepped ashore from the Government launch which conveyed the prisoners to Macao they were marched up to the Monte Fort, there to be incarcerated in the military prison, where chances of escape are impossible, pending trial.

THE RESCUED BOYS.

Who had been held in captivity by the pirates, are also all now in Macao. They were brought over yesterday and, said to be safe, had been unwillingly made to suffer by the charges from the Portuguese troops who proceeded to the extent of to act the part of their redeemers. The deliverance has been effected true enough, but at the price of much blood, such is the irony of fate. All the eight boys are under surgical treatment at the military hospital of San Januario, where they are tended with all care and solicitude by the officers in charge. As their injuries, in most cases, are of a minor character, they are expected to make rapid progress towards recovery.

ANOTHER JUNK SUNK.

I don't remember having seen it stated in any of the reports of the correspondents of the newspapers in Hongkong that a Chinese junk loaded with the views of war for the beleaguered natives was sunk the other day. This vessel was lying in shallow water in one of the sheltered bays. Report has that at one of the earlier stages in the first encounter of the first day, some of the pirates used the junk as a point of vantage, from which to direct their rifle fires at the commanding officer directing operations from the gunboat *Macao*. The use of smokeless powder did not disclose the position whence the stray bullets missed their targets, but it so happened that a soldier on shore at Colowan discovered that the junk was no use as a fishing smack but was a dangerous enemy on mischievous boat. This information was promptly conveyed to First-Lieutenant Albuquira Pinto Busto, who, thereupon, commanded that the muzzle of his death-dealing weapon be board-turned in the direction of the "war" junk. Order to "open fire" was promptly given, and in the next few seconds the boat lay a helpless derelict on the shores of Colowan with her high stern standing out of the shallow muddy water of the bay. The junk was a valuable prize, as subsequent inspection led to the discovery of a large number of rounds of ammunition.

AN UNCONFIRMED REPORT.

Late yesterday afternoon the report was freely discussed of the sinking of a refugee junk by one of the Chinese cruisers watching operations off Colowan. The story is to the effect that one of the gunboats under Commodore Wu, the commander-in-chief of the Chinese fleet, observed a boat putting off from Colowan. Its intention appeared to be to sweep a course westward with destination to Macao. Owing to her greater draught it will not be possible for the *Dona Amélia* to approach too close to the island of Colowan, but her presence in the Macao roadstead will be useful in an emergency. Her larger complement of men will enable a bigger naval contingent to be landed if occasion calls for further reinforcements ashore. There is little likelihood, however, that the *Dona Amélia* will be required into active service in Macao's "little war."

NAVAL BOMBARDMENT RECOMMENCED.

"PATRIA" AND "MACAU" SHELL PIRATIC STRONGHOLDS.

COMMODORE WU GUEST OF GOVERNOR OF MACAO

Hongkong, 17th July, 11.30 a.m.

In his letter of yesterday morning, published in the *Hongkong Telegraph* last evening, our Macao correspondent reported that operations against the pirates at Colowan, which had been suspended under the flag of truce hoisted by the Chinese on the island, would be re-commenced yesterday afternoon at one o'clock if by that hour the pirate chief and the revolted inhabitants of Colowan did not unconditionally surrender their arms and persons to the Portuguese. It was hoped that the truce granted would have given the pirates time to come to themselves and, in effect, yield to the inevitable fate which no amount of procrastination will succeed in warding off. The subjugation of the desperate characters infesting the groups of islands near Macao was as much in the interest of Portuguese administration as it was that of the Chinese Provincial Government who, in due bound, and by agreement with Admiral Sir Arthur Moore, as delegate of the British Government, was compelled to ensure the safety of Chinese and British trade, afloat and ashore, in the riverine district of the Caetadao. It is, therefore, not surprising that the Chinese and Portuguese Governments should, for the nonce, stick their little differences over the boundary question and

SUING FOR PEACE.

At dawn yesterday flags of truce were seen on the eminences of several of the hill-tops on the island. I was told that directly they were observed the commanding officer in charge of the field operations at Colowan sent a flying despatch to His Excellency Governor Marques at Macao, and the reply which he received from his Chief was that he was to comply with instructions.

Later in the day a small body of Portuguese troops started out to ascend the heights in the direction of the White Flag. To their surprise and as leading to suspicion on the part of the Chinese brigands, a musket volley was fired by the latter from their commanding position, whereupon the European soldiers retreated. To force a march under circumstances pointing to a desire on the part of the Chinese to surrender but in reality to great the Portuguese with an unexpected surprise would have been reckless, especially when every opportunity was being given to allow the Chinese to give up arms and to decide upon unconditional submission as they must inevitably have to do before many days are over.

In conversation with a passenger by the Hongkong steamer last evening, I was told that the White Flag—at least two of them—were distinctly visible from the mouth of the stream, of course, with the aid of marine glasses.

SOUVENIR HUNTERS.

The exact number of the captured pirates are not awaiting. I have seen quite a number of ball cartridges that have been captured. It is said by one who has been to the "front" that the Chinese have even been using dynamited exploding bullet. These, I have not seen myself, but some empty cartridge shells are finding their way in the private collections

adopting such effective measures to extirpate the pirate hordes root and branch from Colowan. The assurance was given that the presence of the naval units of the Kwangtung Squadron in the neighbourhood of Colowan was for no other purpose than to act in friendly co-operation for the maintenance of the cordon and to prevent the pirates from fleeing into Chinese territory where they will be regarded as the most unwelcome guests. The cordial expressions of good-will on the part of the Chinese representative are mutually reciprocated at Macao.

Bombardment re-commenced to-day.

Macao's ultimatum to the Chinese pirates chiefs expired at 1 p.m. yesterday (Saturday). It was generally supposed that by that hour a withering fire would have been opened on the island from the batteries of the gunboats *Patria* and *Macau*. But the authorities conducting operations were awaiting the arrival of the cruiser *Rainha Dona Amélia* of whose departure from Hongkong to Macao at noon yesterday they had been apprised by cable despatch. The *Dona Amélia* was signalled of the roadstead shortly before four o'clock in the afternoon. She lay at anchor in the offing and awaited the flood tide before she picked up the outer channel and moved up to Colowan. This she did at eight o'clock last night. Eyeguards watched her port lights from the Praia Grande and when she dropped anchor in front of Colowan anticipations ran high of subversive developments in the night.

Naval Contingent Disembarked.

The plan was that she was to land a naval contingent of 150 men last night to reinforce the troops on land which with the men from the gunboat *Patria* is now of a total strength of some five hundred men.

Saturday night proved uneventful. By this morning the pirate chiefs had not complied with their signals for an honest truce and surrender. Accordingly, at 8 a.m. sharp, the

Terrific Boom.

The heavy artillery of the *Patria* was the first signal that a bombardment of Colowan had re-commenced with unmistakable determination. The lighter guns of the patrol-boat *Macau* followed in rapid succession and soon a continuous cascade of shot and shell was directed against the pirates' inaccessible strongholds. The boom of the guns could be distinctly heard by the passengers on board the *Sul Tui* en route from Macao to Hongkong this morning. For fully an hour those travelling by the Macao steamer to-day had the rare privilege of watching a miniature bombardment well out of the zone of operations and safely outwith the line of the deadly fire. What the dreadful consequences of today's fatal onslaught will be, it is yet too early for us to be able to report. Communication between Colowans and Macao being maintained as it is in a state of siege, private despatches take some time to arrive; but we expect to be fully posted by the well-informed correspondent tomorrow morning. Moreover, at the time of the despatch of the *Hongkong Telegraph*'s representative's latest message from Macao, it was the plan to keep up the bombardment throughout the day unless, of course, capitulation is made in the course of the day. While firing is kept up there is no possibility of particular being gathered by our

PUBLIC SUBSCRIPTION.

Mr. Luis Nolasco da Silva and Mr. Silveira Mendes, both of the legal profession, have identified themselves prominently in a public subscription which invites money from the citizens for the purchase of little comforts, like tobacco and light refreshments, for the soldiers at Colowan. When I saw the list yesterday already three footscap pages of paper were fully inscribed with names, which goes to show the tangible appreciation of the Portuguese of the services rendered by their soldier brethren.

DEPARTURE OF THE "DONA AMÉLIA."

The Portuguese cruiser *Rainha Dona Amélia*, which was to have left Hongkong the other day, did not proceed to Macao on Wednesday. We understand that the delay was due to some slight repair to her boilers. However, at noon to-day the cruiser cast off her moorings at the men-of-war anchorage and steamed north-westward with destination to Macao. Owing to her greater draught it will not be possible for the *Dona Amélia* to approach too close to the island of Colowan, but her presence in the Macao roadstead will be useful in an emergency. Her larger complement of men will enable a bigger naval contingent to be landed if occasion calls for further reinforcements ashore. There is little likelihood, however, that the *Dona Amélia* will be required into active service in Macao's "little war."

PIRATES' STRONGHOLDS LOCATED.

The location of the pirates' strongholds by the Portuguese scouts, no doubt, led to the determination for the pursuance of the drastic measures which called forth nothing less than the concerted action of the warships of Portugal in these waters. In certain quarters the shocking reptiles are deprecated, which, unfortunately, cannot discriminate between the innocent and the guilty, and women and children from the bloodthirsty cutthroats—the human parabas—who thrive and have their being in the ill-gotten gains of peaceful villages and honest traders. By nine o'clock, it is thought that no measures can be severe or oppressive enough to put down once for all the state of lawlessness on the very borders of our civilization. Here we have the disciples of two schools diametrically opposed in sentiment and opinion, each having equally good and sound arguments in support of their contentions.

Portuguese sergeant dead.

So to relate Sergeant Picado, who had gone to the "front," was found dead on the island of Colowan yesterday. Our representative was unable to ascertain the cause of death. It has not yet transpired whether the sergeant was killed by an enemy's bullet or died from natural causes. The fact, nevertheless, remains that his corpse has been brought over to Macao and will be buried in due course with full military honours. Deceased left a widow and one child at Macao to mourn his untimely end, and with whom the greatest sympathy is felt.

More Troops for Colowan.

The iron-boat, which was purchased at Shanghai, for harbour work at Macao, is rendering signal service to the Military Transport and Communications Departments. She has kept up regular and rapid communication between the Settlement and its insular dependence ever since the commencement of hostilities. Yesterday, at 6.30 p.m., the tow-boat left the Naval Pier in the Inner Harbour with commissariat and a further detachment of 25 men from the local garrison for Colowan.

Officers' Leave Suspended.

Officers having families at Macao have had their leave suspended, and all, without exception, have to take up their quarters in the barracks ready for any emergency. Although in the City itself no unwanted fuss or excitement is apparent over Macao's "little war" there is no denying the truth that in military circles the Colony has never been so much aroused since the days of the storming and capture of Parati.

The gunboat "Macau."

Those of our readers who have followed the narrative of the Colowan campaign since its inception will have noted the point made by our representative on the spot of the remarkable accuracy of the shooting on the part of the Chinese. Further evidence, if any were needed, has been forthcoming to-day proving the correctness of our correspondent's report which he was able to obtain yesterday, that plates of the gunboat *Macau* have been pierced by bullets in several places. It was little short of miraculous that the fusillade directed by the Chinese against the little gun-boat did not account for any casualty on the naval side.

Prizes of War.

The exact number of the captured prisoners by the Portuguese has not yet been definitely ascertained, but a rough estimate places the number of known prisoners now in Macao at about seventy. Besides arms and ammunitions the Portuguese troops have come in for three valuable prizes of war in the shape of three Chinese junks which were brought into the Inner Harbour from Colowan on Friday in tow of the Shanghai iron-boat. These junks were the gallows of the pirate hordes. Large numbers of men had got on board at Colowan and were in the act of shaving off when they were discovered by the Portuguese troops. Foiled in their attempt to escape the sailors jumped on the deck and drove and ran for their lives in all directions. Abandoned, the

three boats were captured by the Portuguese as prizes of war and towed across the bay to Macao.

News gathering.

The Naval Jetty and all along the bond is full of people anxious to get every scrap of news which they promptly retail in the City. The arrival of every launch, or any despatch vessel, from Colowan, is the signal for a rush to the Naval Cam. But as the officials were down to the subordinates are under pain of penalty to observe judicious reticence the purveyors of news, specially of the raw novice type, is invariably doomed to disappointment.

Pirates identified.

The eighteen men, who were brought to Macao, on Friday, having been made prisoners at Colowan, and who are in safe custody in the military prison of Monte Fort have since been identified by at least two of their former captives.

A Chinese boy, who had been held to ransom and was since rescued by his deliverer, the Portuguese, was taken to Monte and there without any hesitation pointed out his erstwhile tormentors. The pirates stoutly denied the charges alleged against them before the lad when the little youngster, emboldened by the presence of the armed escort, called out aloud: "Hei-lo, *Macau* chak!" meanwhile keeping his index finger in front of the quivering countenance of the contemptible wretch now held in custome.

The lad's exclamation was:

"Yes, that is the man. He is the robber!"

Others of the gang were identified by an old man, who had been held in captivity during the payment of a large sum of money which had been demanded as the price of his life by the brigands from his wall-to-wall son who is said to be in business at Macao.

Story of the Kidnapping.

The youthful witness just mentioned tells a graphic story of how he was kidnapped. One day he was at the Macao wharf of the ferry to Taipa and Colowan. He was inquiring for the launch to take him to his native place when he was accosted by a man who declared himself to be a friend willing to help him to his village home. The boy was accordingly persuaded to follow the stranger to the Colowan launch. Arriving at the destination the unsuspecting youth declined to disembark, declaring that that was not the landing place of his ancestral village. Whereupon his would-be guide and friend unmasked his villainy and told the now frightened boy that if he refused to follow him he would be done to death then and there. The same fate would befall him even if he attempted to raise an alarm. For the two evils the boy, who by this time was terrified beyond words, meekly accepted the less and obeyed the relentless kidnapper's axe in the "Patas' field" at Canton, for the elders of nearly every village round about the scene of last week's tragedy have been warned against harbouing strangers arriving from the coast. It is not at all improbable that the fugitives will make for one or more points of disembarkation on the shores of the mainland or at Lantau within the New Territories of Hongkong. If the latter happens to be the case, the lines I now send you come under the eye of the Hongkong Police, your watchful guardians of the Peace in the angular dependency of the Colony will, beyond any doubt, capture the gang of undesirable immigrants.

Governor Marques Visits Colowan.

This afternoon (Sunday) His Excellency the Governor, Señor Marques, left Macao for Colowan.

He was accompanied by the Chief of Staff, Colonel F. Rodrigues, and his side-camp, Mr. Ruela. The Governor's visit

was to make himself personally acquainted with

conditions on the island and also to inspect

the plans of operations in the "seat of war."

His Excellency and suite returned to Macao later in the evening.

Death of Sergeant Perico.

There was found on the hills, yesterday,

the dead body of Second-Sergeant Joaquim Perico.

By the appearance of the body it is

suspected that the poor fellow must have been

dead quite two days. An examination of the

body did not reveal the presence of any bullet

wound, but there was a slight abrasion of the

cheek. Perico's body will not be brought over to Macao for interment as was at first supposed, but he will be buried on the island, it having been decided to bury even the Portuguese dead at Colowan.

Cruiser recalled.

The cruiser *Vasco da Gama*, which left Hongkong not long ago, on a cruise in Japan waters and subsequently proceeded to Dairei and Port Arthur, has been recalled to Macao by telegram. She is expected to arrive any time.

The *San Gabriel*.

The *San Gabriel* has been recalled to Macao.

Naval Cordon Broken Up.

The threatened appearance of the weather

coupled with the ominously falling barometer

and the heavy swell in the roadstead had

led to the breaking up of the Naval Cordon,

and as I write the units of the Chinese

fleet are forming into line heading

for the inner harbour of Macao. The pirates

HONGKONG GYMKHANA CLUB.

EXTRA MEETING.

22nd Inst.
The programme of the extra gymkhana meeting to be held at the Happy Valley, on Saturday, 6th August, 1910, (weather permitting), is as follows:

FIVE FURLONGS FLAT RACE HANDICAP.—For all ponies which have started at Gymkhana meetings this season and have not won jockeys who won more than 5 races in Hongkong, Shanghai and Tientsin penalised 5 lbs. Entrance fee 5s. First prize: Presented, and prize 5s. (Entrance fees to go to winner).

THREE QUARTERS OF A MILE FLAT RACE HANDICAP.—For subscription gift of the seasons' 1909-1910 and 1910-1911. Jockeys who have won more than 5 races in Hongkong, Shanghai and Tientsin penalised 5 lbs. Entrance fee 5s. First prize: Presented, and prize 5s. (Entrance fees to go to winner).

ONE MILE DIVIDED HANDICAP.—For all China ponies. Jockeys who have won more than 5 races in Hongkong, Shanghai and Tientsin penalised 5 lbs. Entrance fee 5s. First prize: Presented, and prize 5s. (Entrance fees to go to winner).

Entries will be divided into two classes if thought advisable by the handicappers.

LADIES' NOMINATION RACE "THE COMPLETE ANGLER" STAKES.—Gentlemen competitors will start from a given point mounted on China ponies and will ride to another given point where they will hand ponies to a groom at dismount. Each competitor will carry a fishing rod. On dismounting he will run to a third given point with a fishing rod, where his lady nomistic will be awaiting him. He will hand fishing rod to the lady who will proceed to a "lake" where she will fish as directed. On catching fish, lady will run about ten yards to the judge, carrying her fish on her hook as caught. Lady first reaching judge with fish on hook as caught to win. First, second and third prizes presented by the Gymkhana Club. No entrance fee.

TENT PROOING IN SECTIONS OF THREE.—Open to teams, mounted on China ponies, and composed of any three members of the Gymkhana Club. Three small cups to be presented to the winning team at each competition and at the conclusion of the season a trophy will be given to the team which scores the highest aggregate of points, all meetings included. Competing for the small cups a competitor need not necessarily represent the same team on each and every occasion, but if competing for the aggregate trophy he can only represent one team during the season, that is to say, he must compete to compete for the team first selected by him and for no other. To provide for sickness, absence from the Colony, or for improvement of a team, new members may from time to time be introduced into a team, but in order to win the aggregate trophy two at least of the members composing the winning team must have competed in not less than three competitions. Entrance fee \$1 each man each Gymkhana.

The committee of the Gymkhana Club will appoint a judge who will judge this competition throughout the season and whose decision shall be final. In the case of illness or absence of any Judge appointed the committee shall appoint a substitute.

ALLEGED MANSLAUGHTER.

CASE WITHDRAWN AT THE CRIMINAL SESSIONS.

18th Inst.
Before the Chief Justice; Sir Francis Pigott, at the Criminal Sessions this morning Kwok Sing and Wong Yat Kwong were charged with the alleged manslaughter of a man named Chan Sun at Causeway Bay on the 27th June last. Hon. Mr. W. Ross Davies, K. C., Acting Attorney-General, instructed by Mr. H. L. Dennis, Sr., from the Crown Solicitor's office, prosecuted. Prisoners were undefended.

The following were sworn in as jurors:—Messrs. W. T. Stebbing (foreman), A. J. da Cruz Rezai, A. J. Richards, D. T. Steel, A. J. Burnley, J. D. Scott and W. Taylor.

The Attorney-General stated that the two prisoners were charged with the manslaughter of a man named Chan Chua at Yau-mai-tai. The act took place at 3 o'clock in the afternoon of the day in question. The case for the prosecution rested chiefly on the evidence of two men. The deceased was attacked outside the theatre. The first prisoner struck the deceased several blows with a bamboo pole and the second prisoner threw stones at the deceased, which caused a rupture of the spleen. The doctor would say that death was either due to the blow or was the result of a fall. The victim was taken to the Yau-mai-tai hospital in an ambulance but died before the arrival of the doctor. The prosecution did not know the cause of the assault and there was no motive as far as they could ascertain which could have led to it but it was usual for such a thing to happen among Chinese coolies. The first prisoner said he had a quarrel with the chief witness and that was how the charge was brought against him. The second prisoner said he was not there at all. It was purely a question of credit—whether the jury would believe the witnesses or not.

In the course of the evidence, his Lordship said he had grave doubts about the case.

The Attorney-General—I'm in your Lordship's hands. I frankly admit if prisoners were represented by Counsel it would have been an easy case to defend.

The Chief Justice—I think the case should be withdrawn.

The prisoners were then discharged.

COLLISION BETWEEN STEAM LAUNCHES.

INQUIRY AT THE HARBOUR OFFICE.

22nd Inst.
Before Hon. Commander Ball Taylor, R.M., Harbour Master, in the Marine Court this morning, as Inquiry was held into the circumstances attending a collision between the steam-launches *Polar Star* and *Marrow* on the 9th inst. The inquiry was instituted at the instance of the Chief Resident Engineer of the Kowloon-Canton Railway.

Tan Ping, master of the *Marrow*, stated that at 8.35 a.m. on the 9th instant, he was going from Hungshon to Tai-pok-hoi. When off West Point pier, he saw the *Polar Star* leaving her pier. A small boat got in her way and he ported to clear her. She was on his port bow when he first saw her close to him. When the *Polar Star* shoved off, he was less than one boat's length off her bows and steering across. He considered that the *Marrow* was in fault. She was obviously coming across. On receipt of the intelligence the Viceroy gave telegraphic orders to the Resident Engineer at Chaiwai to proceed with his troops to the place to co-operate with the local officials to suppress the disturbance.

CANTON DAY BY DAY.

COINING OF COPPER CASH.

(From Our Own Correspondent.)

Canton, 15th July, 1910.
The Canton branch of the Imperial Mint has obtained permission from the Tu-chu-shih (Ministry of Finance) to resume minting of copper cash for circulation in Canton.

"CHINA FOR THE CHINESE".

Mr. Joseph Lind has for several years held the important position of Superintendent of the Pekin-Samtsui branch of the Canton-Hankow Railway of the Three Provinces. It is now reported that the railway Office of this branch has written to Mr. Lind informing him that his services will be no longer required, and that his connection with the Company will terminate at the end of the Chinese New Moon. It is also reported that a Chinese engineer, named Tsai The Fook, has been appointed Mr. Lind's successor.

VICKROY INDISPONDED.

H. E. Yuan Shu Hsia is slightly indisposed and has not received any visitors during the past few days.

CHEAP RICE.

The proceeds realised from the distribution of cheap rice in Canton on the 15th instant were as follows:—Eastern Shed, \$1,761; Western Shed, \$1,772; Honam Shed, \$1,740 and Wong-sha Shed, \$1,450. On the same day, rice to the value of \$14,000 was sold to villagers from the neighbourhood.

VILLAGE ROBBERY.

In the early hours of the 14th instant a gang of robbers entered the village of Fan Po, in the Saum district, and ransacked a house belonging to a man named Lau Yu Tio. In addition to a large quantity of valuable articles, the robbers took away with them three children, of whom one is only about two years old.

ROBBERY RENDITED.

The notorious robber, Ki Nu Chu, who has been badly wanted by the Chinese officials, has been extradited to Canton from Hongkong and was brought over on board the gunboat *Kwong Yat*. For the arrest of this robber a reward of over a thousand dollars had been offered.

CHEAP RICE.

The proceeds realised from the distribution of cheap rice in Canton on the 15th instant were as follows:—Eastern Shed, \$3,453; Western Shed, \$3,890; Honam Shed, \$3,183 and Wong-sha Shed, \$3,000. Besides the above amounts villages bought about \$15,000 worth of rice.

FRENCH FESTIVITIES.

14th Inst.

To-day being the anniversary of the fall of the Bastille, sports have been arranged to take place in Shambas this afternoon in the French Concession. In the evening, fire-works will be let off in the harbour and illuminations will be a feature in the French Concession. The French steamer *Charles Hardouin* will probably not leave for Hongkong at the usual hour but after the pyrotechnic display has been concluded, in order to afford visitors an opportunity of witnessing the fireworks before their departure. In the forenoon the French Consul at Canton, Monsieur Reau, received a number of officials both foreign and Chinese and friends who called on him to offer him their congratulations on the occasion.

CHINESE AERONAUT.

A Chinese named Hui Cheung, a native of the Haungshas district, who has been residing in foreign countries for a number of years, has been successful in making a balloon which he is said to have used on several occasions at Hongkong (sic) and other places. This balloon as advertised by the man can ascend to a height of over 6,000 feet. He has now brought the balloon to Canton for exhibition and has obtained permission from the Tao-tai of Constabulary for the purpose. The show will take place for two days on the 18th and 19th instant, at half past four each day in the afternoon in a spacious ground at Tai-sha-toe in the vicinity of the Tong-kwan theatre. Admission fees are as follows:—1st class \$4, and class \$1 and 3rd class \$0.50.

CHEAP RICE.

The total amount of money realised from the sale of cheap rice in Canton on the 15th instant was \$9,079.50, of which \$3,789.40 were collected at the Eastern Shed, \$1,810 at the Western Shed, \$1,950 at the Honam Shed and \$1,905.50 at the Wongsha Shed, in addition to a sum of about \$13,000 collected from the distribution of cheap rice at the four sheds to villagers.

MEDICAL DELEGATE.

15th Inst.

Dr. Cheung A-Holt, a returned American student, who was deported to Norway to attend the Lepronia Conference held there last year as China's representative, has returned to Canton.

CHEAP RICE.

The proceeds realised from the distribution of cheap rice in Canton on the 15th instant were as follows:—Eastern Shed, \$1,761; Western Shed, \$1,772; Honam Shed, \$1,740 and Wongsha Shed, \$1,450. In addition to the above figures, a sum of upwards of \$10,000 worth of rice was sold to villagers, who came to Canton to obtain the supply of the daily staple on that day.

HONGKONG CHINESE NEWSPAPERS.

15th Inst.

The British Consul-General at Canton some time ago made a representation to H. E. Viceroy Yuan in the matter of the prohibition of Chinese newspapers published in Hongkong from entering and circulating in Canton. As regards the *Wu Ssu Yat Po*, which paper was particularly mentioned by the Consul in his communication, the Viceroy was requested to point out in detail the alleged seditions or unsatisfactory reports or remarks, if any, that were alleged to have been published by that paper.

The Viceroy, accordingly, instructed the Tao-tai of Constabulary to investigate and report in order to enable him to give a reply to the Consul on the matter. The Tao-tai has now reported that, owing to their not being under the jurisdiction of the press law of China, most of the Chinese newspapers in Hongkong, such as the *Shih Kai Yung Yeh Po*, *Chung Keuk Yat Po* and *Tung Wan Yat Po* have often been found to contain seditious and offensive reports and comments and that these newspapers should not be permitted to enter and circulate in Canton permanently, while the other newspapers such as the *Sheng Yu Wu Ssu Yat Po*, *Shih Po*, *Wu Ssu Yat Po* and *Chung Keuk Yat Po*, though not so offensive and seditious in their reports and comments as the other newspapers mentioned, should be placed under a temporary ban and not allowed entry and circulation in this city.

CHEAP RICE.

The proceeds realised from the distribution of cheap rice in Canton on the 15th instant were as follows:—Eastern Shed, \$1,761; Western Shed, \$1,772; Honam Shed, \$1,740 and Wongsha Shed, \$1,450. In addition to the above figures about \$10,000 worth of rice was sold to villagers on that day.

PRATAS ISLAND.

The Canton officials are very anxious to develop the Pratas Island. Expert Prefect Tsui Hsing has engaged two scientific experts from Japan and an office has now been established in Honam for the purpose. Admiral Li-Chun has consented to place the gunboat *Kwong Kam* at the disposal of the officials of the new Bureau, and the vessel will begin to run between Canton and Pratas Island regularly from the 1st day of the 7th moon, as a transport.

DISTURBANCE AT WEICHOW.

18th Inst.

The Viceroy was in receipt of a telegram last Saturday from the Commandant-in-Chief of the Land Forces at Welchon reporting that some two thousand brigands have collected and harboured in the Tai-Mee Mountains in the Chong-Lok district apparently with the intention of creating serious disturbances. On receipt of this intelligence the Viceroy gave telegraphic orders to the Resident Engineer at Chaiwai to proceed with his troops to the place to co-operate with the local officials to suppress the disturbance.

COLLISION.

On the 10th May last a junk heavily laden with a cargo of rice from Hongkong was run down by the China Merchant Steam Navigation Company's steamer *Kwai-sing* just outside the Canton harbour limit and as a result of the collision the junk and her cargo were totally lost. The case has now been settled by the China Merchant Steam Navigation Co. paying a sum of \$3,000 in compensation to the owners of the rice, and \$50 as compensation to the owner of the junk.

CHEAP RICE.

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WATKINS, DISPENSARY CHARGED UNDER THE OPIUM ORDINANCE.

19th Inst.

Before Mr. E. R. Hallifax at the Magistracy, this afternoon, Watkins, Limited, was charged with alleged illegal importation of morphine in contravention of the Opium Ordinance on the 21st June last. Mr. H. L. Depty, Sr., from the Crown Solicitor's office, prosecuted and Mr. E. D. Potter appeared for the defendants.

Mr. Dennis stated that the charge was brought by the Superintendent of Exports and Imports under Section 61 of Opium Ordinance 23 of 1901. After referring to the provisions of the Ordinance relative to the importation of opium or morphine Mr. Dennis said he would prove that the defendant was licensed under Section 31 of the Ordinance to import opium or morphine. Mr. Dennis said he would prove that the defendant was licensed by the Medical Officer to import for sale or use morphine or opium. He was the holder of a bill of lading for two cases of morphine, which were marked "P. P. Hongkong 44/45" and shipped on board the *S. S. Hallifax*. Those goods appeared on the manifest of the vessel. The steamer arrived on the 21st of last month and before her arrival a Revenue Officer under the Liquor Ordinance, Mr. Brett, received instructions to proceed on board. The latter saw the manifest and asked the case and also five more cases. Acting under the Liquor Ordinance, the officer wished to see what the cases contained. The vessel arrived on the 21st June. The manifest, which was not properly marked, was a breach of the Bill but he was not bringing any charge for breach of the provision but merely for importation, although the cases were not marked as containing either opium or morphine. When the vessels arrived the cases were not landed as morphine or opium or opened and stored in a separate godown apart from such purposes but they were landed as ordinary merchandise. On the morning of the 24th, the defendant sent his coolie to take delivery of the goods. The Revenue Officer wanted to open the cases to see if there was a breach of the Liquor Ordinance but the coolie declined to do so, saying he was acting under the instructions of his master. In the afternoon a permit was produced permitting the defendant to land the cases as containing morphine. He would prove that the coolie took delivery of the case at nine o'clock in the morning, whereas no declaration was made to the officer to whom the permit was issued. The evidence was tremendously conflicting and the defendant did not know what was going on. The defendant sent his coolie to take delivery of the cases as containing morphine. He would prove that the coolie took delivery of the case at nine o'clock in the morning, whereas no declaration was made to the officer to whom the permit was issued. The evidence was tremendously conflicting and the defendant did not know what was going on. The defendant sent his coolie to take delivery of the cases as containing morphine. He would prove that the coolie took delivery of the case at nine o'clock in the morning, whereas no declaration was made to the officer to whom the permit was issued. The evidence was tremendously conflicting and the defendant did not know what was going on. 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"TRISTES' ADVENTURES."**THRILLING STORY OF HEROISM AT SEA:**

920 MILES WITH SAILS.

It appears that, after leaving Aden on June 4, all went well with the *Tristes* till half-past eight at night when she snapped her shaft, and then travelled 920 miles with the aid of sails in a difficult sea. On the evening of June 23, she sighted a steamer which was attracted by the firing of rockets. She turned out to be the *Louther Range*. After several unsuccessful attempts to pass a rope the two vessels eventually made fast, and the *Tristes* was taken in tow. During these operations the second engineer of the *Louther Range* was washed overboard, the chief engineer's collar bone was broken and several of the crew were injured. During the time the *Tristes* was drifting with the *Louther Range* in attendance, it was found she had got as far south as the Laccadive Islands. She was towed by the *Louther Range* to within 12 miles of the Bengal Port limits when the steel wires broke again and she had to put anchor out. While in this position she was passed by the *Orcenkof* and met by the steamer China both of which took the news to Bombay, and the P. and O. tug *Dewas* took her into Bombay on the evening of July 3. Immense crowds were present on Bunder Roads to greet the overdue passengers. The Viceroy of India telegraphed his sincere congratulations to the *Tristes* passengers and crew on their escape, and also to the officers and crew of the rescuing boat the *Louther Range*, for their splendid rescue.

PERILOUS PLIGHT OF AUSTRIAN LINER.**BRITISH COLLIER'S FEAT.**

Further details of the salvage of the steamer *Tristes* by the collier *Louther Grange* show what a narrow escape both vessels had from disaster in the heavy gale raging in the Indian Ocean. It seems that the collier was hard at work for six days before she succeeded in getting the tow rope aboard. The log of the chief officer of the *Tristes* gives a graphic account of the voyage from Aden to the time the tow rope broke outside Bombay. Lightship. It contains many details hitherto unreported.

Under date June 16, it states: At 7 a.m. the tall shaft broke. We therefore began to trim the steamer with the sail as best we could using the canvas binnings, etc., for this purpose. There were 27 saloon passengers and 65 deck passengers and a crew of 66 making 614 in all together. Seeing that the position was serious and with a view to reach the shore at the earliest possible moment, we took the precaution to limit the supply of water and everybody on board was put on limited rations. Sails were used to prevent the steamer drifting to the Arabian coast by the currents which were very strong, in a north-easterly direction. Distress signals were shown both night and day. Rockets and all other salvaging appliances were kept ready as well as signalling guns and a mast took up was continually maintained overhead for a passing steamer. The passengers remained calm and collected.

Then follow accounts of the heavy seas, the labouring vessel, of the bags of oil thrown over to smooth the waves and of the progress attained knots an hour.

PREPARING FOR EVENTUALITIES.

June 18: The lifeboats got ready. We rolled heavily and the sea washed overboard all the time, washing over the greater part of the deck. It was now decided to shape a course for Karachi in order to save 750 miles and to make a course where the monsoon is less severe, which becomes necessary on account of our limited sailing power. Every day a fair ration of water was given out for passengers and crew, but for washing purposes distilled sea-water is used. The passengers remain cheerful and calm. The crew was busily engaged in preparing towing ropes, and appliances in case of a vessel being lost. We kept fairly well to our course, east on point South. There was great difficulty in remaining on the Karachi route, and it was decided to bring her again on the Aden-Bombay course, in the hope of meeting some steamer. Up to now there has been no possibility of making the propeller revolve, the break in the shaft having occurred between the stuffing box and the propeller.

June 19: Hopes entertained of sighting the mail steamer from Aden to Bombay not realized. On this day the sea very rough. The deck passengers find that they are most comfortable between decks. Waves have been washing over us owing to the very heavy rolling. The cargo had started shifting and had been perfectly restored by the crew. Stern sails have had to be furled owing to the strong wind having started drifting the steamer out of her course. It is being noted with great satisfaction that there is slow steady progress towards Bombay. The passengers are quite patient and resigned.

A BIGGER ROOM TO FILL.

This Rubber room is not over yet; we have only had the first installment. A second and larger room is to follow, and it is for this reason that I write to-day.

I want to have a straight talk with those persons of small means who are dependent for their income on modest and the parading must be done at an opportune moment, and with discrimination, or no useful purpose is served. The ordinary pessimistic consense that was dashed up in the daily press was too puerile for words. It mostly consisted of an astonishing mixture of ignorance and imagination, such as the rubber world never knew before.

Such harrowing pictures of the wholesale ruin and devastation that would follow on the really serious set-back were portrayed in some of the articles I have come across that had been of a vacillating disposition, I should have finished with the feelings of a criminal on whom sentences of a horrible doom had just been passed. And all this because, for the most part, the writers used no discrimination!

LIFE SACRIFICED.

On June 26 the log continues: After three attempts we succeeded in catching the line. The *Louther Grange* coaxed our bows and went astern to enable us to make their hawser fast. The manœuvre proved to be a very difficult one, owing to the high seas which caused a difference of level of about fifty feet. All were put on to the operation and at last we were glad to see the steel hawser grip. Great anxiety had been felt, in all three-tenths of a mile line it had been taken aboard. At 1:15 p.m. a rope was attached to our anchor chain and towing commenced, but tension was great that the steel wire snapped at 1:30 p.m. Work was re-started, the *Louther Grange* manoeuvring as before. A barrel with a line attached was safely picked up. On board the *Louther Grange*, after it had passed over, it was noticed that a man had been washed overboard, bleeding profusely. He had clearly been dashed against something and passed close by us. Several lifebuoys were thrown to him, but it was evident that life was extinct. It was a very painful affecting incident, and all present were deeply moved. The *Louther Grange* abandoned the line and immediately went to the place where the body fell, but no trace of it could be found. A few minutes afterwards the *Louther Grange* lowered her flag at half mast as a sign of mourning for the man who sacrificed his life on our behalf. We did exactly the same to show our approbation of the heroism. (It was subscribed on board the *Tristes* for the relatives of the man). Time after time, on succeeding days, attempts to pass the tow line failed, till on the 20th the wire hawser was got on board. The *Louther Grange* fixed this and after having lit off the *Tristes* started going

ahead causing general satisfaction. The *Louther Grange* continued to tow throughout the day.

June 30: Dirty monsoon weather continued, but the *Louther Grange* continued to tow us until the afternoon, when we were within 20 miles of Bombay and the line broke.

ARMED ROBBERY AT SHAYIN.**EXEMPLARY SENTENCES BY THE PUISNE JUDGE.**

replies, "look at the railway expansion; look at the sea borne trade, all wanting coal." The vital polar of the suspension of the Japanese export was obscured in the daily increase of share values and in the rush to borrow money and obtain new Coal shares. Suddenly, without noise, the prohibition of the export of Japan coal was withdrawn, and in a few weeks the shares came tumbling in price, like a pack of cards, and most of the new companies' shares are now unsaleable.

This is not ancient history; it's all the happenings of the last three years. And the object lesson is that even how the older and better class Coal shares are returning 5-10 per cent, on money invested in them at the top of the boom prices, while if the big dividends received during the boom be offset against the high prices paid, the return upon the capital invested becomes appreciably greater. The above returns are now being made with coal selling at slump prices, so you can understand that these returns will be considerably augmented when the supply of and demand for coal have had sufficient time to level up. In fact, signs are not wanting that this will shortly be realized, for many of the newer companies floated during the boom are dropping out as liquidation follows liquidation, and as the second-class producers close down and wait for more profitable time.

Investors in the better class of companies have always had splendid prospects, both for the present and future, and the croaking ravens who expected that the better class shares would be picked up for next to nothing when the slump came have been bitten, disappointed. Now this thumb-nail history is the history of every boom based on merit, and is, moreover, the history of a boom which was founded on something substantial—namely, the intrinsic merit of the better class of Bengal Coal shares; and I think no one conversant with both markets will deny that the Rubber boom has infinitely more intrinsic merit to go upon than Bengal coal ever had, and that history in the case of the Rubber boom will be repeated.

Now, I can imagine my readers arguing it out to themselves somewhat thus: Admitting that the better class of the Rubber shares are the best shares to hold, still there is a great deal of pessimism about. Share values cannot go on increasing day by day and week by week without the shares getting perilously near that point at which they cease to be investment securities and become speculative counters; and at which point, if anything, below the top, I venture to predict that there are still many days ahead for the plucky holder. So I take my readers—and I address the investor and those who can see eye to eye with me—with the place of the rubber, not that which previously existed, when things moved so fast that a dispassionate examination of the situation which I propose this article to be was then out of the question. No one had any use for it.

Now, the answer—the whole answer, and nothing but the answer—to this question lies in the fact that there will be no real slump until share values have passed the rubicon of investment, and enter the domain of speculation; so let us just sit down to carefully consider whether in buying the better class of shares at present prices we are purchasing investment securities and becoming speculative counters; and if there is any risk, would it not be better to wait for the stamp, and then to buy the better class share?

THE STATE OF GOOD SHARES.

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